CENTRE PLAN 2017

PLANNING & DEVELOPMENT | HALIFAX

Prepared for
Halifax Regional Municipality

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1 INTRODUCTION 2

1.1 The Centre Plan 3
1.1.1 How to use this document 4

1.2 The Role & Scope of the Centre Plan 7
1.2.1 Centre Plan Background 7
1.2.2 Centre Plan Engagement 8
1.2.3 The Regional Centre Context 9
1.2.4 The Regional Centre in 2031 12

1.3 Core Concepts & Themes 13
1.3.1 Core Concepts 15
1.3.2 Theme Areas 20

DRAFT

CENTRE PLAN

2 GENERAL POLICIES 26

2.1 Land Use & Design 27
2.1.1 Land Use 28
2.1.2 Urban Design 30

2.2 Culture & Heritage 37
2.2.1 Heritage 39
2.2.2 Culture 46

2.3 Housing 49
2.3.1 General 50
2.3.2 Affordable Non-Market Housing 52
2.3.3 Special Care Facilities 53

2.4 Jobs & Economic Development 55
2.4.1 General 56
2.4.2 Business Environment 58
2.4.3 Key Employment & Industries 58
2.4.4 Community Services & Support 60

2.5 Mobility 63
2.5.1 General 64
2.5.2 Complete Streets 64
2.5.3 Public Transit 65
2.5.4 Pedestrian Comfort & Active Transportation 66
2.5.5 Connectivity 67
2.5.6 Parking 68
2.5.7 Goods Movement & Servicing 69

2.6 Public Spaces & Places 71
2.6.1 General 72
2.6.2 The Open Space Network & Programming 73

2.7 Sustainability 77
2.7.1 General 78
2.7.2 Water 79
2.7.3 Waste 80
2.7.4 Energy 80
2.7.5 Land 82
2.7.6 Biodiversity 83

3 URBAN STRUCTURE POLICIES 86

3.1 Urban Structure 87

3.2 Downtowns 91

3.3 Centres 93
3.3.1 Land Use 95
3.3.2 Built Form 96
3.3.3 Mobility 98

3.4 Corridors 111
3.4.1 Land Use 113
3.4.2 Built Form 114
3.4.3 Mobility 115

3.5 Future Growth Nodes 117
3.5.1 General 119
3.5.2 Land Use 120
3.5.3 Built Form 121
3.5.4 Mobility 122
3.5.5 Public Spaces & Places 122
3.5.6 Node Specific Policy 123
3.5.7 Sustainability 123

3.6 Residential Areas 125
3.6.1 Land Use 127
3.6.2 Built Form 127
3.6.3 Mobility 128
3.6.4 Land Use 128
3.6.5 Built Form 129
3.6.6 Mobility 130

3.7 Employment Areas 131
3.7.1 General 133
3.7.2 Land Use 133
2.7.3 Community and Recreation Facilities 136
3.7.4 Urban Design 136
3.7.5 Public Spaces & Places 137

DRAFT

4 IMPLEMENTATION & MONITORING PLAN 138

4.1 **Land Use Policy & Regulations** 140
4.1.1 Regional Centre Secondary Municipal Plan 140
4.1.2 Regional Centre Land Use By-Law 140
4.1.3 Regional Centre Design Manual 141
4.1.4 Discretionary Tools 141

4.2 **Future Work** 144
4.2.1 Studies and Future Work 144

4.3 **Integration with Other Plans** 148

4.4 **Funding & Grant Opportunities** 149

4.5 **Partnership Opportunities** 151

4.6 **Monitoring** 153

A GLOSSARY 160

LIST OF FIGURES

Figure 1: The Regional Centre Study Area 1
Figure 2: People, Jobs & Dwellings 10
Figure 3: Population by Age 11
Figure 4: Viewplane Protection 40
Figure 5: Potential Heritage Conservation Districts and Cultural Landscapes 42
Figure 6: Urban Structure Map 89
Figure 7: Growth in Downtowns 91
Figure 8: Downtowns 92
Figure 9: Growth in Centres 93
Figure 10: Centres 94
Figure 11: Gottingen Street Centre 101
Figure 12: Young Street Centre 103
Figure 13: Spring Garden Road Centre 105
Figure 14: Quinpool Road Centre 107
Figure 15: Wyse Road Centre 109
Figure 16: Growth in Corridors 111
Figure 17: Corridors 112
Figure 18: Growth in Future Growth Nodes 117
Figure 19: Future Growth Nodes 118
Figure 20: Growth in Residential Areas 125
Figure 21: Residential Areas 126
Figure 22: Employment Areas 132
Figure 23: Uses Permitted in Urban Structure Ares Table 143

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Figure 1: The Regional Centre Study Area

The Regional Centre is the urban core of the Halifax Regional Municipality and includes the Halifax Peninsula and Dartmouth within the Circumferential Highway.

1 INTRODUCTION

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1.1 THE CENTRE PLAN

The Centre Plan will guide the development, use, and form of the Regional Centre. The Regional Plan identifies the Regional Centre as a desirable location for future growth. The Centre Plan is needed to accommodate this growth by serving as a development blueprint for the additional homes, businesses, and amenities that a growing population requires, in a sustainable and locally appropriate manner.

The goal of the Centre Plan is to create complete communities that meet the needs of a diverse population while accommodating growth in a strategic manner.

The Centre Plan seeks to maintain and create vibrant places and enhance quality of life. The Regional Centre will accommodate **strategic growth**, foster **complete communities** with access to multiple services and attractions, and place **pedestrians first** in a **human scaled** environment. Achieving a great Regional Centre requires that attention is paid to all four of these interconnected and mutually supportive components.

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All definitions can be found in the Glossary

1.1.1 HOW TO USE THIS DOCUMENT

The Centre Plan is divided into four sections:

- **Introduction:** Every aspect of this document is designed to achieve a set of Core Concepts, presented in the Introduction. This section also provides background and context for the Centre Plan.
- **Theme Areas:** This section applies broadly to the entirety of the Centre Plan area, organized in terms of seven themes. They should be used in addition to the Urban Structure.
- **Urban Structure:** This chapter identifies geographic specific direction to be used in addition to the Theme Areas.
- **Implementation and Monitoring:** This section sets up an implementation plan, metrics for success and a monitoring framework to ensure the Centre Plan is adaptable and remains relevant in an evolving Regional Centre.

USING THE CENTRE PLAN

The Centre Plan will primarily be used by councillors, municipal staff, developers, planners, architects, community members and organizations.

Providing Clarity for Strategic Growth

The Centre Plan provides clarity regarding where, and what type of growth should occur in the Regional Centre and how it can be supported. It will also deliver direction for businesses, developers, organizations, community groups and residents regarding future development in the Regional Centre.

Guiding Municipal Decisions

Regional Council and municipal staff will use the Centre Plan as a tool to guide corporate decision making surrounding growth, municipal initiatives and budgeting. The Centre Plan will assist with cross-departmental coordination within the Municipality, facilitating the alignment of directions, work programs and capital projects.

Guiding Urban Design

The Centre Plan will help inform projects related to public realm improvements, street enhancements, open space plans, and other municipal land and design decisions. It will also provide the basis for any future Design Manuals, by informing the design of buildings, especially how they function at the ground or street level.

Public Realm:

The parts of an urban area, publicly or privately-owned, that are available for everyone's enjoyment. Including streets, squares and parks; all land to which everyone has ready, free and legal access at all times. It includes the features and amenities within those lands, such as benches, lights, sidewalks, etc. Also commonly referred to as "public domain" and "public space".

Open Space:

Open space includes unbuilt lands and waters set aside and reserved over the long term for public service, conservation and community-shaping purposes. It can include public and privately-owned lands such as parks and trails, significant habitat and wilderness areas, natural resource lands, corridors for active commuting and connecting communities, water resources, cultural landscapes and coastline.

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Interpreting the Centre Plan:

When using this document, "The Municipality" refers to the Halifax Regional Municipality as a municipal government, whereas "the municipality" is used to describe the physical areas of the municipality. Depending on the context, "HRM" may refer to the municipal government or the physical area of the municipality. The "Regional Centre" refers to the Halifax Peninsula and Dartmouth within the Circumferential Highway, with the addition of Lakeshore Park Terrace and Wallace Heights, as they can only be accessed through the Regional Centre.

Two frequently used terms found in the policies within this Plan are "shall" and "should". The word *shall* is used when a policy action is anticipated to be mandatory, while the word *should* is used when an action is recommended but not required. The term "shall consider" also appears when consideration of a strategy or action is mandatory but does not commit the Municipality or applicant to any approval, adoption or implementation of the strategy or action. For policies relating to land use, “shall” is used if a policy is implemented through zoning regulations. This Plan is written in the active tense to indicate direction for future development and outcome.

Implementation

Throughout this document each of the Centre Plan policy directions has been assigned a rectangular marker that indicates the associated implementation action type. The types of actions include Land Use Policy & Regulation, Funding & Grant Opportunities, Future Work, Partnerships Opportunities and Integration with Other Plans. These are explained in further detail in Section 4, Implementation and Monitoring. Implementing actions, initiatives and programs identified in the plan will information and be reviewed against the priorities and municipal financial capacities of current and future departmental work plans, as well as other existing plans.

Implementing actions, initiatives and programs identified in the plan will need to be reviewed against the priorities and municipal financial capacities of current and future departmental work plans, as well as other existing plans.

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1.2 THE ROLE & SCOPE OF THE CENTRE PLAN

1.2.1 CENTRE PLAN BACKGROUND

Intensity:

The relative measure of the number of people and jobs in an area.

The Centre Plan is the result of an evolving planning process that included extensive analysis and public engagement. The process was initiated in 2006 by Regional Council. Following direction from the Regional Plan, staff created an administrative boundary for the Regional Centre and undertook a program of work to guide future growth for the area. This program, called HRMbyDesign, provided a vision for the Regional Centre that addressed the quality, nature, and intensity of public and private development within it. The HRMbyDesign program was informed by a public engagement strategy that included open houses, workshops, charrettes, media events and establishment of the Urban Design Task Force. HRMbyDesign helped produce the Downtown Halifax Secondary Municipal Planning Strategy, which was adopted in 2009, and the Neighbourhood Greenprint, which was partially completed in 2010. The Neighbourhood Greenprint, which was intended to guide future planning initiatives to create sustainable neighbourhoods, provided important background information for the development of this Plan.

In 2011, HRM initiated analysis and public engagement to identify several commercial corridors in the Regional Centre that were appropriate for growth and development. This work, in conjunction with further study and public engagement completed in 2016, was used to determine the appropriate size and location of growth areas within the Regional Centre.

With a renewed focus and community direction provided in the updated 2014 Regional Plan, municipal staff relaunched the Centre Plan Project in 2015.

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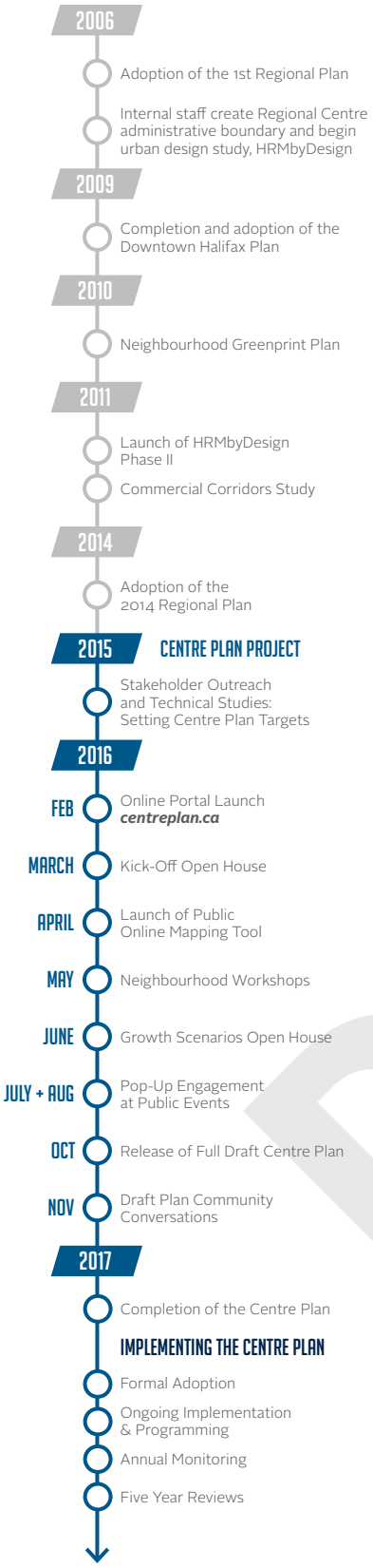

1.2.2 CENTRE PLAN ENGAGEMENT

The Centre Plan was informed by the Community Design Advisory Committee (CDAC), internal and external stakeholders, as well as extensive public engagement.

A Kick-Off Event presented the Centre Plan Project to the public in March 2016. The open house served as an introduction to the Centre Plan and an opportunity to receive preliminary feedback from the public on the seven plan themes. A website was launched where the public could find more information, sign up for updates and share strengths and opportunities of the Regional Centre through an online mapping tool.

Following the Kick-Off Event, a series of community workshops were held in May 2016 across the Regional Centre. These workshops provided opportunities for the public to share their knowledge of their community and provide specific direction for changes they would like to see in the Plan. Throughout the spring and summer of 2016, meetings with interested parties and stakeholders were held to share information about the Project and gather information to shape policy direction.

Using the input gathered from the public, market analysis and performance indicators, an urban structure was developed to determine where and how the Regional Centre should grow. In June 2016, the public provided input on the urban structure. Three growth scenarios outlined how anticipated population growth might be distributed through different building forms, and an online mapping tool enabled people to comment on where and how growth in the Regional Centre should be accommodated.

Informed by public and stakeholder comments and feedback, policy directions was drafted throughout the summer. Municipal staff then provided their feedback and the policy directions were refined again. Together, with introduction, implementation and monitoring sections, these policies were presented to the public in the fall of 2016 as the Draft Centre Plan. The public commented on the Draft Plan through online submissions and four community conversation workshops held in November. This feedback, as well as further input from CDAC and municipal staff, provided direction for this final Centre Plan.

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All definitions can be found in the Glossary

1.2.3 THE REGIONAL CENTRE CONTEXT

THE REGIONAL CENTRE'S TRANSFORMATION

The Mi'kmaq First Nations are the original inhabitants of the area now referred to as the Regional Centre, with evidence of permanent settlement dating as far back as 10,000 years. Originally called K'jipuktuk (che-book-took), the shores of the harbour were used as fishing grounds in the summer months. Evidence of seasonal Mi'kmaq campsites exist in various locations around the harbour, including at Dartmouth Cove.

The first Europeans to visit the area were likely Basque fishermen from the Bay of Biscay. However, it was Great Britain who, in 1749, established the first permanent European settlement in the immediate area with the founding of the Town of Halifax. The new settlement was laid out in a manner typical of British military planning of the time, with a regular grid system protected by military fortifications. In that same year, the British established a sawmill on the Dartmouth side of the harbour. In 1750, the sailing ship Alderney arrived with settlers, who took up residence in what is now downtown Dartmouth.

The evolution of the Regional Centre has been closely tied to war. Economic fortunes in Halifax and Dartmouth waxed and waned as conflicts such as the War of 1812, the American War of Independence and the World Wars resulted in direct military investment, shipbuilding and repair, and business supplying various militaries. War also shaped the Regional Centre physically. In 1917, the Halifax Explosion levelled many areas in the North End of Halifax and portions of Dartmouth. In the booming post-World War II years, much of the Regional Centre's housing stock was built to accommodate returning servicemen and their families.

As a major port, the Regional Centre has been the point of entry and often the ultimate home for waves of immigrants. The history of the Regional Centre includes groups fleeing war or religious persecution, seeking out new economic activities, or bringing skilled trades to local infrastructure projects. The Loyalists, Black Refugees, Quaker whalers, Scottish and Irish stonemasons, Lebanese communities, Kosovar and Syrian refugees, and many more have left their unique mark on the Regional Centre's architecture and cultural identity.

The past 60 years represent a period of intense change for the Regional Centre. The opening of the two harbour bridges, in 1955 and 1970, connected Halifax and Dartmouth. Suburbanization led to the depopulation and decline of the Regional Centre. Urban renewal efforts forced the eviction and resettlement of Africville residents, led to the construction of Scotia Square and started the construction of the ultimately abandoned Harbour Drive highway project along the Halifax waterfront.

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Recent years have seen a renewed interest in living and investing within the Regional Centre. The Downtown Halifax Secondary Municipal Planning Strategy, adopted in 2009, provided a planning framework in Downtown Halifax to accommodate this interest. Similarly, the objective of the Centre Plan is to provide a modernized framework for the entire Regional Centre.

THE REGIONAL CENTRE TODAY

Today, the Regional Centre is the political, cultural and economic heart of the Halifax Regional Municipality and Nova Scotia. The Regional Centre is home to many major institutions, including the Nova Scotia Legislature, Council for Halifax Regional Municipality, the headquarters and dockyards for the Canadian Navy's Maritime Forces Atlantic, two provincial museums, three Parks Canada National Historic Sites, and four hospitals. The Regional Centre contains four universities and two community college campuses, resulting in a higher proportion of residents between the ages of 19 and 30 (see *Figure 3*). As well, within the Regional Centre's boundaries are two container ports, break bulk cargo facilities, shipbuilding yards and an industrial park. These features, together with the communities, people, history and business environment, emphasize the important role the Regional Centre plays in the municipality and the province.

Figure 2: People, Jobs & Dwellings

Source: Statistics Canada. 2012. Focus on Geography Series, 2011 Census.

Despite the growth of suburban "big box" shopping areas, the Regional Centre retains a strong retail presence, including local businesses. Neighbourhood commercial streets, two regional shopping malls, numerous smaller shopping centres and the revitalizing downtowns of both Halifax and Dartmouth serve the residents of the Regional Centre and beyond. This retail sector benefits from the concentration and density of residents, employees and tourists within the Regional Centre that support thriving commercial streets and retail areas.

When examining employment in the Regional Centre, office development trends and patterns are an indicator of the larger economy. Between 2008 and 2015, the amount of office space in the Regional Centre grew approximately 10%. At the same time, office vacancy rates in the Regional Centre climbed from 6.6% to 11.3%. If current economic trends continue, it will take some time for this new supply to be absorbed, or for older office buildings to be upgraded, demolished or repurposed for other uses. Though the current supply of office space is extensive at the moment, it is important to consider the possibility of another office development cycle within the next 15 years.

The Regional Centre's success is reliant on the easy movement of goods and people. The Regional Centre is connected to the broader municipality, the province and beyond by passenger and freight rail, the harbour, a multi-use trail system and an extensive highway system, including three 100-series highways.

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Transportation within the Regional Centre often takes forms other than the personal automobile. Approximately half of Regional Centre residents get to work by walking, cycling or public transit. The choice, variety and integration of multiple transportation modes is a defining feature of the Regional Centre.

The Regional Centre has many advantages and strengths that define its character and role within the larger municipality. There are many communities and places with their own distinct character including the former Cities of Dartmouth and Halifax. While these two communities are now joined under one municipal government, they retain distinct identities. Within each of these former cities, there are many communities with their own identities and character that contribute to the political, cultural and economic heart of HRM, the Regional Centre.

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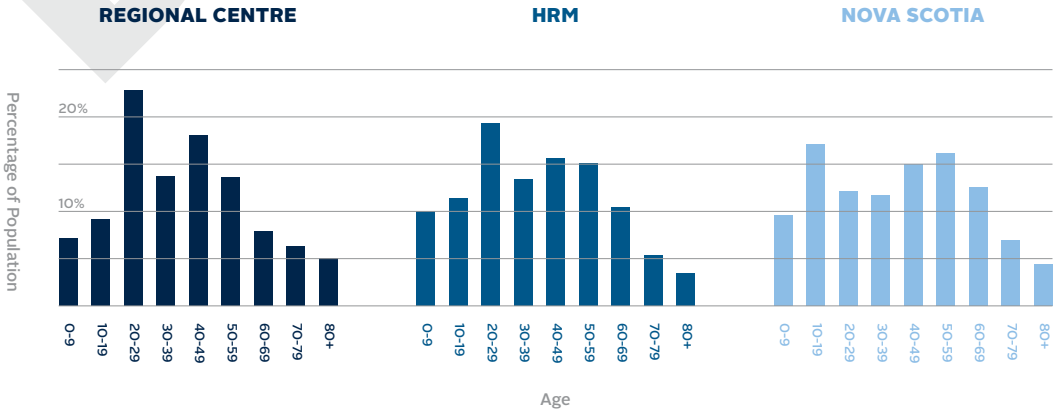

Figure 3: Population by Age

Source: Statistics Canada. 2012. Focus on Geography Series, 2011 Census.

1.2.4 THE REGIONAL CENTRE IN 2031

The Regional Plan sets a target for at least 25% of HRM's new housing units to be constructed in the Regional Centre. Given the current shift in housing preferences to urban living, and the economic and environmental goals that can be attained by better concentrating growth, this plan is designed to accommodate up to 40% of HRM's new housing units in the Regional Centre, or 33,000 new residents. This growth would increase the Centre's population from 97,000 to 130,000 people.

New residents bring demand for additional commercial services, such as stores and restaurants. The population growth, along with economic growth across HRM, may create another office building cycle in the Regional Centre before 2031. As the population in the Regional Centre continues to grow, land available for new construction will shrink, placing development pressure on established areas.

If current rates continue, the ocean will rise in Halifax by 5 cm by 2031. Given the uncertainty around these projections, Council has endorsed planning for a scenario in which sea levels instead rise by 11cm.

These anticipated economic and environmental projections need to be examined in relation to the socio-cultural values of the community, respecting the Regional Centre's rich history and character, promoting affordable homes and spaces, creating inclusive communities, and building upon existing community strengths.

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1.3 CORE CONCEPTS & THEMES

The Regional Plan outlines a vision and guiding principles for the Regional Centre. This vision and the guiding principles have been combined with insights from the public consultation to create Core Concepts and Themes for the Centre Plan. The Core Concepts and Themes are the guiding values of the Centre Plan.

The vision statement from the Regional Plan presents the Regional Centre from three perspectives: its role within the Municipality, its form, and the human experience. Highlighting the Regional Centre as the symbolic, historic and functional heart of the municipality, it speaks to the area's role as both an economic hub and a destination. The form complements this role, combining historic architecture, national landmarks, grand parks and the harbour among its defining features. It foresees a future that is human-scaled in design, and is safe, welcoming and affordable to a diversity of people. The guiding principles align with this vision and build on the idea of sustainable, high quality, complete communities that are respectful of their history through their growth, and highlights the ease of movement of people through the area. An inclusive engagement process is also highlighted.

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1.3.1 CORE CONCEPTS

The guiding principles provided the initial direction for the Centre Plan. The Core Concepts of complete communities, human-scale, pedestrians first and strategic growth take direction from the vision and guiding principles outlined in the Regional Plan and frames them in terms of use, form, movement and growth.

These Core Concepts are woven throughout the Centre Plan to ensure clarity and consistency in its direction, and function as a valuable check to ensure the application of the policies is in service of these concepts. Taken together, these four concepts ensure a respectful, comfortable, accessible urban environment that enhances the quality of life for citizens.

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COMPLETE COMMUNITIES

Complete communities support a variety of lifestyles, enabling people of all ages, abilities and backgrounds to live, work, shop, learn and play in close proximity to one another. This diversity of people and activities enables communities to be physically, socially and economically vibrant. The Centre Plan promotes the mixed use and development that allows people to safely and conveniently access the goods and services they need in their daily lives, all within a short journey.

The Regional Centre is comprised of many distinct and unique neighbourhoods, some of which are already complete communities, and others with some components of complete communities in place. The Centre Plan provides direction to strengthen existing communities, enhance the elements that make a community complete and bring these elements to all communities within the Regional Centre. This will be accomplished by establishing higher density mixed-use areas and by encouraging infill and a variety of housing forms to provide the necessary number of people to support a variety of businesses, services and public amenities, such as parks. When these amenities are located close to where people live and work, people are more likely to walk, cycle, and take public transit.

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HUMAN SCALE

Human scale design makes people feel more at ease and allows them to relate to their surroundings. It refers to a relationship between the size, shape and design of components in the urban environment that matches the speed and way pedestrians move around cities. Buildings and streets, as well as elements like trees and street furniture, all contribute to providing a scale that is comfortable for people.

Moderately sized buildings, as well as taller buildings with a lower scale podium and architectural detailing, work together with narrow streets, plazas and small pocket parks to create an intimate environment and comfortable experience. Human scale design makes urban environments more interesting, encourages exploration and draws more people to local shops and services. The Centre Plan provides direction for the built environment that respects the human scale.

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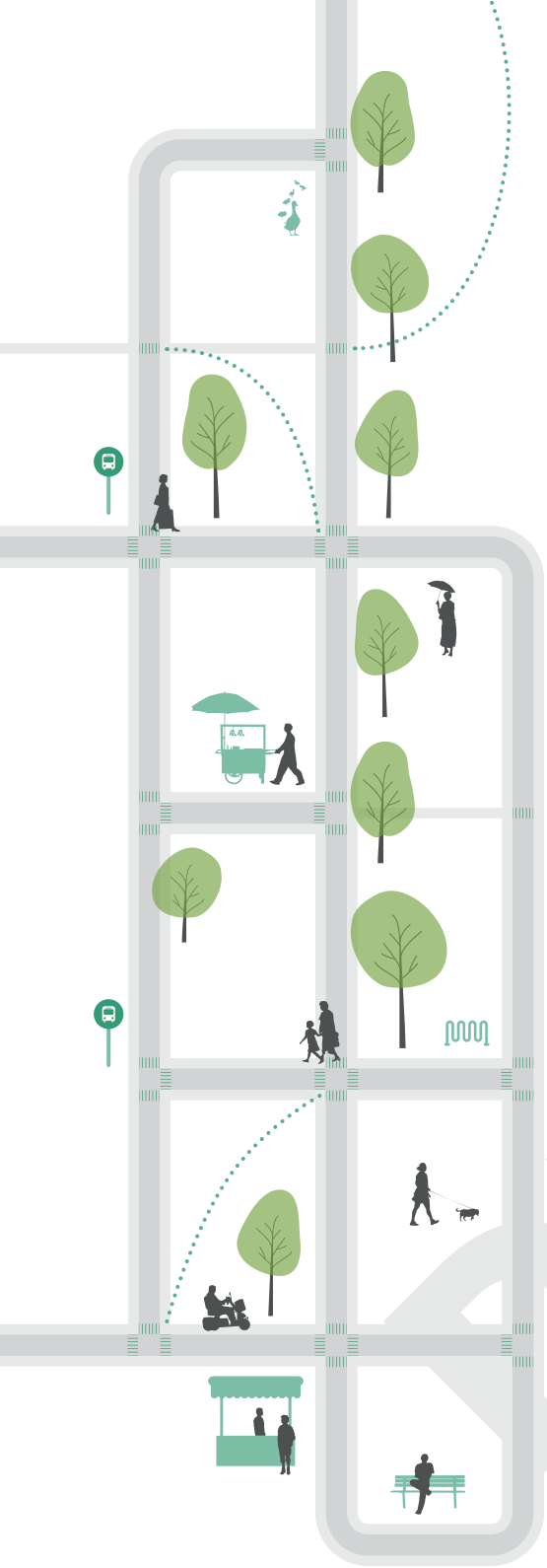

PEDESTRIAN FIRST

Pedestrian first policies prioritize the needs and comfort of pedestrians in all seasons. The intent is to create safe, comfortable and enjoyable environments for people of all ages and abilities. Pedestrian first design makes walking a more convenient and viable transportation choice and leads to community benefits such as emission reductions and improved public health.

Pedestrian orientated design elements include connected streets, short blocks, four-way intersections, hard surfaced pathways and an extensive sidewalk network. Sidewalks, paths and other pedestrian connections should link to key destinations such as retail and services, employment centres, schools, and public transit stops. Urban trees, parks and other open spaces, lively storefronts, and places to rest and visit make walking easier and more enjoyable.

Thoughtful design can ensure that sidewalks are wide enough to accommodate commercial activity and community interaction while allowing people to move unobstructed. In the Regional Centre, well-designed sidewalks are a key element of design. Since all citizens are pedestrians, placing pedestrians first improves the urban environment for everyone.

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STRATEGIC GROWTH

To encourage socially, economically and environmentally responsible growth, the Centre Plan is designed to accommodate 40% of the municipality's growth within the Regional Centre. Increasing the density and diversity of people, shops and services in the Centre will help enliven urban neighbourhoods and support interesting, resilient and safe communities.

Growth will be distributed throughout the centre in context-appropriate forms; meaning that most growth will occur in the form of moderate height buildings, with tall buildings located strategically. Established residential areas will accommodate growth through gentle density; meaning the addition of housing forms, such as garden suites and secondary suites, which do not change community appearance and built character.

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1.3.2 THEME AREAS

As a complement to the Core Concepts and to ensure a holistic approach to planning the Regional Centre, the Centre Plan is organized by seven theme areas which emphasizes the interrelated nature of planning.

Each theme area includes a goal and objectives. These goals outline the desired result for that theme area, building on the core concepts. The objectives then translate those overarching goals into specific measurable outcomes that the Plan intends to achieve. Each policy within the Centre Plan provides direction to achieve an objective or multiple objectives.

From the Core Concepts and Theme Areas through to the goals and objectives within each theme area – The Centre Plan will provide focused direction to guide the future of the Regional Centre to meet the aspirations of the community.

The focus of each theme area is:

- **LAND USE & DESIGN:** Direction about development quality, respectful design, land-use mix
- **CULTURE & HERITAGE:** Direction to protect and enhance heritage resources, and support cultural diversity and expression
- **HOUSING:** Direction for different housing forms and affordability
- **JOBS & ECONOMIC DEVELOPMENT:** Direction to support economic development within the Regional Centre
- **MOBILITY:** Direction to support pedestrians, cyclists, transit users and drivers
- **PUBLIC SPACES & PLACES:** Direction for flexibly, multi-use and connected public spaces and facilities
- **SUSTAINABILITY:** Direction to create a sustainable Regional Centre

LAND USE & DESIGN

Due to a limited supply of undeveloped land in the Regional Centre, growth will be accommodated through infill in existing communities and redevelopment within strategic growth areas. To ensure a respectful relationship with the existing urban form, new development must meet a high standard of design, build upon the Regional Centre's history, be directed strategically and contribute to complete communities. It is important to understand that there is a finite amount of development demand and this demand should be guided appropriately.

Complete communities require a different land use approach. Separating land uses was once the ideal, but today some mixing of residential, commercial and even some suitable light manufacturing uses is an appropriate and positive way to provide a complete and vibrant community. In addition, areas of the Regional Centre that were once promoted for commercial strip development are now suitable for finer grained, urban development.

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CULTURE & HERITAGE

The cultural assets of the Regional Centre include the greatest concentration of heritage resources in the HRM, together with a vibrant and diverse arts and cultural community that the Centre Plan acknowledges plays a vital role in the social and economic life of the Municipality.

Several of the Regional Centre's older districts and neighborhoods, many including arts and cultural venues at differing scales, are now facing development pressures. For this reason, new development must be managed to balance the Region's need to accommodate growth with support for its arts and cultural assets. This includes the conservation and management of heritage properties, identification of heritage districts and cultural landscapes, and the protection of views to the Halifax Harbour.

The Regional Centre is the arts and cultural hub of the HRM. The Centre Plan supports creativity and innovation in the preservation of these cultural assets and encourages their expression that can take the form of festivals, public art, and both permanent and seasonal installations. It is important for the Municipality to work with community groups, artists and organizations in an open and flexible manner to accommodate them throughout the Regional Centre.

HOUSING

Recently, there are signs of a reversal of the longstanding trend of depopulation. Interest has refocused on walkable, urban living. The Centre Plan is written to accommodate growth, enable current residents to age within their neighbourhoods and accommodate the varying needs of different demographics. To do this, the Regional Centre must provide adequate capacity for new housing in all locations, across a diversity of types and tenures.

Coordinating growth in the Regional Centre will require balancing the goal of providing adequate and affordable housing with contextually appropriate built form and urban design as new residents, businesses, and investments place upward pressure on residential real-estate prices. Recognizing the risk of a Regional Centre that is unaffordable to many residents, the Centre Plan emphasizes the importance of housing affordability.

JOBS & ECONOMIC DEVELOPMENT

The Regional Centre is home to numerous sectors and industries including government, logistics, education, health care and tourism. Redevelopment will support these industries by providing nearby amenities and homes for employees. Redevelopment activity has increased pressure on local and small businesses, emphasizing the need for affordable commercial space. As new development occurs in the Regional Centre, efforts must be made to ensure all segments of the market are served.

Over the next 15 years, advancing technology may reduce the amount of commercial space businesses require, while also lowering the barriers to entrepreneurial endeavours. This drives the need for smaller, more flexible workspaces, and increases the role of incubators. Office development in the Regional Centre competes with suburban areas; when combined with declining demand, high office vacancies result. Thus, the need to repurpose older commercial buildings for other uses may become more pressing.

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MOBILITY

In transportation planning, focus has shifted from planning systems primarily for cars to designing streets for multiple mobility options (walking, cycling, and transit as well as cars). This approach, called complete streets, means ensuring mobility options are available and accessible for people of all ages and all abilities. Much of the Regional Centre benefits from a well-connected street grid that facilitates multiple types of movement; however, other areas are disconnected and isolated, and would benefit from improved connections.

Planning for mobility involves directing growth to areas that support diverse transportation options (transit oriented development), ensuring a connected mobility grid (streets, sidewalk, and bicycle paths) and integrating land-use decisions with transportation decisions to effectively use the space available.

PUBLIC SPACES & PLACES

The Regional Centre contains many significant parks; however, this land is not evenly distributed and sometimes not well connected to surrounding neighbourhoods. New residents moving to the Regional Centre will place additional pressure on existing public spaces and facilities. With few opportunities to acquire new public spaces, existing spaces will require creative reinvestment to adapt to both new residents and the evolving needs of existing residents. There is also a growing recognition that different types of public spaces currently are, or could be, used in new ways both temporarily and permanently. These include plazas, courtyards, pedestrian streets, boulevards and vacant lots or parking lots.

The use of park space is also changing; for example, community gardens and other forms of urban agriculture are increasing in popularity through HRM. This also applies to facilities such as libraries, community centres and sports centres. Like other public spaces, these facilities are facing pressures to both accommodate new users and to adapt to trends.

SUSTAINABILITY

The most pressing sustainability issue facing the Regional Centre is climate change. The challenge lies in both planning the city to be resistant to these impacts and in creating buildings, transportation networks and settlement patterns that minimize the Regional Centre's contribution to further climate change.

The Centre Plan promotes sustainable urban development practices. This includes Low Impact Development (LID), which minimizes the negative impact of storm water runoff by increasing green surfaces and reducing hard landscapes when possible. A healthy urban forest is also important because trees reduce the heating and cooling needs of buildings, extend the life of roads and sidewalks and reduce storm water runoff. As new buildings are constructed, efforts must be made to protect existing trees, replace trees and plant new trees on both public and private land.

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2 THEME AREAS

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The Regional Centre wide policy direction presented in this section is organized into seven themes:

LAND USE & DESIGN
CULTURE & HERITAGE
HOUSING
JOBS & ECONOMIC DEVELOPMENT
MOBILITY
PUBLIC SPACES & PLACES
SUSTAINABILITY

The Centre Plan reflects what we have learned through public and stakeholder consultation, carrying forward direction from current Municipal Planning Strategies and adding new ideas being used throughout North America to support great planning.

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2.1 LAND USE & DESIGN

As more people and businesses move to the Regional Centre, there is an opportunity to provide greater housing choice, create clustered employment areas, and expand the number of walkable communities. While many areas within the Regional Centre already display these characteristics, thoughtful land-use planning and design can build on, develop and expand them. New development must be carefully planned and integrated so as not to detract from the unique character of existing places and communities within the Regional Centre.

Though the Centre Plan identifies distinct types of growth areas within the Regional Centre, this section includes general policy direction that will contribute to the vitality of the entire Regional Centre.

GOAL:

A Regional Centre that accommodates growth strategically while responding to the local context in terms of land use and design.

OBJECTIVES:

L1 To create complete communities where residents can easily access a range of services and amenities from their homes, schools, or places of work.

L2 To ensure that new development contributes to the surrounding context in use, form, and relationship to the public realm.

L3 To implement human-scale design requirements for new development.

L4 To ensure that new development incorporates all-season design strategies that maximize human comfort in all weather conditions.

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POLICY DIRECTIONS

2.1.1 LAND USE

Complete Communities:

Communities that include a range of uses and housing options to accommodate people in all stages of life and at a variety of income levels. Complete communities provide a place for residents to live, work, shop, learn and play. These communities contain mixed uses and compact development that enables people to safely and conveniently access the goods and services they need in their daily lives, all within a short journey.

Compact Development:

Development that uses land efficiently and is generally characterized by medium to high density, connected streets and shorter distances between destinations.

Mixed-Use:

Different land uses that are arranged together. These different uses may be located on the same site, in the same building or along the same street.

Pedestrian Oriented:

Elements of planning and urban design that prioritize the needs and comfort of pedestrians. The intent is to create safe, comfortable and more enjoyable environments for people of all ages and abilities. Specific pedestrian oriented design elements include connected streets, short blocks, four way intersections, hard surfaced pathways and an extensive sidewalk network.

Land-use policies play an important role in developing complete communities that have a variety of housing types, transportation options, places of work and recreation opportunities. A goal of the Centre Plan is to guide public and private development so that they contribute to the vision for the Regional Centre; providing benefits to neighbourhoods and the Regional Centre as a whole.

Urban Structure

LU a) Ensure that land use and zoning regulations follow the Urban Structure Map.

Supports Objectives L1 - L3

Land Use Adjacencies

LU b) Ensure non-residential land uses abutting residential areas have minimal off-site impacts such as noise, illumination or waste (e.g. restaurants, drinking establishments, entertainment establishments), and ensure that they demonstrate how potential impacts are mitigated through building design, servicing solutions and site design. *Supports Objective L2*

Residential Adaptation in Mixed-Use Areas

LU c) Encourage residential development to incorporate protective measures from existing ambient noise levels that could prove disruptive to residents. Measures could include:

- Site design to shield development from the greatest noise sources
- Construction of noise barriers
- Sound proofing and other sound mitigation measures to adapt the building design to its location and the uses permitted in its vicinity

Supports Objective L2

Complete Communities

F d) Investigate opportunities to fund community projects that contribute towards creating complete communities. *Supports Objective L1*

LU e) To become a more child-friendly city, facilities such as daycares and schools are encouraged in neighbourhoods with residential and mixed-use developments to allow for easier access to these facilities.

Supports Objective L1

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All definitions can be found in the Glossary

Setback:

The distance from the property line to the nearest part of the associated building or structure, measured perpendicular to the property line. Land Use By-laws typically require minimum setbacks to ensure that the use of a property does not infringe on the rights of neighbours; to allow room for wider sidewalks, lawns and trees; to preserve access to light, sunshine and views; for amenity spaces; or for access and circulation.

Streetscape:

The elements within and along the street that define its appearance, identity and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks and pavement treatments.

Active Use:

The design and use of public space, including the buildings and infrastructure within it, to create activity, interest and pedestrian traffic. Examples of active uses include retail, café space, sidewalk display space and public art.

Equity Analysis:

During planning or review processes, an equity focused analysis seeks to provide a flexible, yet structured approach to routinely and consistently identify and determine the possible impacts of Municipal policies, services and infrastructure projects on different socio-economic, cultural, or population groups. The analysis should provide recommendations to remove any access or inclusions barriers that may impact these groups.

Municipally-Owned Land

FW f) Consider adjacent and neighbourhood land uses and zoning prior to the sale of surplus municipal property, in addition to a community needs assessment. *Supports Objectives L1, L2*

Drive-Through Facilities

LU g) To support pedestrian oriented environments, only permit new drive-through facilities in Intensive Employment Areas. *Supports Objectives L1-L3*

Water Lots

LU h) As a means of protecting the character of the Regional Centre's coastline, the Municipality shall control development and subdivision on lots and water lots along the shore. Specific measures will include limiting the type of structures that will be allowed on both infilled and non-infilled water lots, implementing setbacks, limiting the type and size of structures to be built within the setback, and preventing infilled and non-infilled water lots from being used in lot area and setback calculations. *Supports Objective L2*

Burying Utilities

FW i) Overhead utilities should be buried to make additional space for pedestrians, streetscaping and active uses. As funding permits, the Downtowns should be prioritized for burying utilities, followed by the Centres, Corridors and Future Growth Nodes. *Supports Objectives L1, L3*

Telecommunication and Broadcast Towers

LU j) Telecommunications and broadcast facilities should not be located within, or adjacent to, residentially-zoned areas. *Supports Objectives L2, L3*

Equity Analysis

FW k) Develop an equity analysis review program for all HRM planning and land use services, and for the planning of all municipal infrastructure projects. *Supports Objective L1*

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FW Future Work F Funding LU Land Use P Partnerships I Integration

All definitions can be found in the Glossary

2.1.2 URBAN DESIGN

Built Form:

The built surroundings that provide the setting for human activity within a city or community and includes buildings, streets, structures and other infrastructure. The built form influences how people experience a space and interact within it, by impacting visual quality, perceptions of safety, enabled uses and activities, and level of comfort

Human Scale:

The impression of a building when seen in relation to its surroundings, or the size and proportion of parts of a building or its details in relation to its surroundings. Refers specifically to how that relates in a positive way to the visual and physical experience of a pedestrian.

Green Infrastructure:

A network of natural and semi-natural engineered landscape elements designed to provide products and services such as stormwater management, water filtration and improved air quality.

The Regional Centre is growing, as demonstrated by the number of recently completed and proposed mixed-use housing and commercial projects. It is important that this growth positively contributes to the Regional Centre's built form. The character of the Regional Centre is largely determined by the built form within it; buildings, streets, structures and other infrastructure. Built form and public amenities, like benches and street trees, can create attractive and enjoyable urban places. Urban design employs land-use planning, architecture, transportation planning, development economics, engineering and landscape architecture to create great places.

City Pattern

LU a) Encourage the comprehensive development of large lots that are greater than 1ha by development agreement so that they are carefully designed to integrate with the surrounding area and broader municipality. *Supports Objectives L1-L4*

LU b) Allow the redevelopment of non-conforming sites through development agreement. Any increase in unit count could be negotiated in the agreement and must involve public engagement with the surrounding community. *Supports Objectives L2, L3*

FW LU c) Ensure that streets, parks and other open spaces are designed to emphasize their importance within the public realm and to contribute towards the creation or improvement of complete communities. *Supports Objectives L1, L3*

City Image

FW d) Improve the ease of orientation and navigation within the Regional Centre by developing a comprehensive wayfinding strategy, including signage, landmark recognition and route character. *Supports Objective L1*

LU e) Increase the prominence of major destination areas and other points of interest through design. *Supports Objective L1*

LU f) Prohibit new elevated pedestrian walkways (pedways) in Centres, Corridors, and Future Growth Nodes, as they remove people and activity from streets, and contribute towards poor microclimates. *Supports Objective L4*

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All definitions can be found in the Glossary

General Built Form Character

LU g) A development's design, in terms of height, massing, or density, shall be consistent with the Urban Structure.
Supports Objectives L1, L2

LU h) Recognize that incongruent buildings, in terms of height, massing, density or design are not precedent setting, and do not determine or change the overall context of an area. *Supports Objective L2*

LU i) Encourage development that responds to and enhances the positive qualities of site and context — the neighbourhood, the block, the public realm and the natural features. *Supports Objectives L1-L3*

LU j) The scale and form of new development shall be sympathetic to the architectural character of the surrounding neighbourhood.
Supports Objective L2

LU k) New development shall include amenities that create a pedestrian oriented environment and provide opportunities for people to sit, spend time and gather during the day and night, in all seasons.
Supports Objectives L1-L4

LU l) Buildings shall be oriented toward adjacent streets, parks and other open spaces to improve safety, pedestrian interest and views to these spaces. *Supports Objectives L2, L3*

LU m) Encourage new development to provide adequate room for parking and servicing needs. *Supports Objective L2*

LU n) Require multi-unit buildings to feature high-quality materials and contribute to architectural excellence in the municipality. *Supports Objectives L1-L2*

LU o) Encourage new development that integrates vegetation and green infrastructure such as trees, green spaces, green roofs, gardens, green walls, and vegetated stormwater management systems. *Supports Objectives L2-L4*

LU p) New mixed-use developments shall have entrances/lobbies for residential uses that are separate from commercial use entrances/lobbies.
Supports Objective L2

LU q) Buildings in the Downtowns, Centres, Corridors, and Future Growth Nodes shall be designed to create a more vibrant and inviting public realm by creating comfortable microclimates. *Supports Objective L4*

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Density:

A measure of the number of people or housing units occupying a given area of land. The measure reflects the general character of the housing types in a neighbourhood. Low density generally refers to a neighbourhood that would result from an area developed as one and two unit housing; medium density generally applies to townhouses or apartment buildings no higher than six storeys; and high density generally refers to taller apartment buildings resulting in more people per hectare.

Massing:

The combined effect of the height, bulk and silhouette of a building or group of buildings.

Commercial Streets:

Streets with clusters of commercial activity that serve as focal points for the local community.

Fine-grained:

Fine-grained urbanism is defined by short city blocks that are lined with narrow lots housing buildings with minimal setbacks from the street.

Fine-grained streets present frequent residential front entrances or storefronts offering more choice and diversity and thus encouraging vital pedestrian activity.

LU FW **r)** Explore opportunities to create visual interest with light, while being mindful of off-site impacts, especially in areas adjacent to established residential areas. *Supports Objectives L2, L4*

LU **s)** Integrate fixtures into building façades to allow for temporary or permanent specialty lighting, such as seasonal or creative lighting. Where possible, use downward-facing fixtures to reduce light pollution. *Supports Objectives L3, L4*

LU **t)** Design building lighting to enhance visibility, aesthetics and safety for building users and pedestrians. Lighting choices should minimize glare, uplighting and light trespass, while still enhancing architectural details. Designs should feature subtle contrast, colour, and in some cases, gentle undulation. *Supports Objectives L2-L4*

Streetwall Character

LU **u)** All buildings should orient to, and be placed at, the street edge with clearly defined primary entry points that directly address the sidewalk or may be sited to define the edge of an on-site public open space. *Supports Objectives L2, L3*

LU **v)** Require development along commercial streets to incorporate a series of fine-grain storefronts to create interest and rhythm along commercial streetscapes. *Supports Objectives L2, L3*

LU **w)** Require residential streets to be defined by a series of fine-grain individually accessed residential units that are oriented to the street. *Supports Objectives L2, L3*

LU **x)** Require residential developments to clearly demark public/private spaces. *Supports Objective L2*

LU **y)** Require predominantly transparent storefronts along commercial streets. *Supports Objectives L2, L3*

LU **z)** Buildings or other structures should have no blank walls fronting pedestrian routes and instead incorporate active uses at grade to animate the public realm and pedestrian environment. *Supports Objectives L2, L3*

LU **aa)** Encourage commercial buildings to provide weather protection such as canopies and awnings. *Supports Objectives L2, L4*

LU **ab)** Encourage new development to frame adjacent streets, parks and other open spaces. *Supports Objectives L2, L3*

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All definitions can be found in the Glossary

LU **ac)** Encourage new development on corner sites to frame both adjacent street frontages and give prominence to the corner in Centres, Corridors and Higher Order Residential Areas. *Supports Objectives L1, L2*

LU **ad)** In Centres and Corridors, set back buildings from the property line between 1.5 and 3m on commercial facades to allow for private amenity space adjacent to the Right of Way. *Supports Objective L2*

LU **ae)** Outside of the Downtown Halifax Plan Area, streetwall heights shall be set between 2-4 storeys depending on surrounding context. *Supports Objective L2, L3*

Built Form for Tall Buildings (7 Or More Storeys)

LU **af)** Ensure tall buildings respect the height of the surrounding context by stepping down towards the adjacent existing or future built form, as identified within the Urban Structure Map. *Supports Objectives L2, L3*

LU **ag)** Require tall buildings to setback above their podium to promote human scaled design. *Supports Objectives L2, L3*

LU **ah)** Require a minimum tower separation distance of 25m, above a building's podium, to provide for sky views and privacy between towers. *Supports Objective L2*

Wind Mitigation

LU **ai)** Developments 23 metres and over (7 storeys) are required to conduct a wind study. This wind study must include the following:

- **i.** The existing wind speed and conditions at various times throughout the year around the site at 1.5 metres (pedestrian height)
- **ii.** All existing buildings, significant topographic features and developments under construction within a 400- metre radius of the site
- **iii.** The proposed development and its impact on wind speed and conditions at various times throughout the year
- **iv.** Any buildings that are part of a future development identified by the Municipality and deemed by the consultant to have a potential impact on the winds at the subject site
- **v.** Mitigation concepts where conditions are uncomfortable for sitting, standing or walking
- **vi.** What activities are comfortable at locations around the development based on wind speed

Supports Objectives L2, L4

Landscaping:

The process of making a piece of land more attractive by altering the existing design, adding ornamental features and planting trees, shrubs and other plant material.

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LU aj) Developments 23 metres and over (7 storeys) are required to incorporate one or more of the following wind mitigation strategies:

- **i.** Buildings massing changes or alternative designs that respond to the local wind conditions
- **ii.** Podiums (single or tiered, tower setbacks, slim towers, notches and/or colonnades)
- **iii.** Canopies, wind screens, landscaping, planters, public art and/or other features that prove effective for mitigating wind conditions. Landscaping must be effective at the time of installation as well as demonstrate that it can thrive and can be maintained in the anticipated wind conditions
- **iv.** Modifications to the pedestrian usage/flow pattern (for large multi-building developments)

Supports Objectives L2, L4

LU ak) Guidance for developments and development officers:

- **i.** Developments within Centres, Corridors, Future Growth Nodes, Higher Order Residential Areas, and in the Downtowns, must demonstrate comfortable conditions for people to sit, stand and/or walk along public street frontages
- **ii.** In circumstances where the pre-development wind condition exceeds comfortable wind speeds for sitting, standing and/or walking, the applicant must employ wind mitigation strategies
- **iii.** Exceptions may be considered if the applicant can demonstrate that significant site constraints and strong existing wind conditions impede their ability to achieve comfortable wind conditions at the street level; in these circumstances the development must not significantly exacerbate wind speeds

Supports Objectives L2, L4

Sunlight Preservation

LU al) New buildings proposed in Centres and Corridors shall not cast shadows beyond a line measured 20m into one of the identified parks and open spaces, parallel to an exterior property between the hours of 10:00 a.m. and 4:00 p.m. between March 21 and September 21. This shall apply to the following open spaces adjacent to Centres and Corridors: Camp Hill Cemetery, Dartmouth Common, Green Road Park, Halifax Common, Hydrostone Park, Kiwanis Grahams Grove Park, Maynard Lake Park, Newcastle Street Park, Northbrook Park, Victoria Park and Welsford Park.

Supports Objectives L2, L4

LU am) No development shall be permitted that would cast shadows on the Halifax Public Gardens between March 21 and September 21 between the hours of 10:00 a.m. to 4:00 p.m. *Supports Objectives L2, L4*

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LU an) Require that tall building developments submit a shadow impact assessment for the proposed building, highlighting shadows, at a minimum, between March 21 and September 21 between the hours of 10:00 a.m. to 4:00 p.m. and sharing mitigation measures. *Supports Objectives L2, L4*

Health, Safety and Security

LU ao) Encourage building, site and public infrastructure design approaches that help prevent crime, such as active uses, pedestrian scaled lighting, and at-grade residential units that have individual entrances on public streets. *Supports Objectives L1-L4*

LU ap) Minimize the adverse impacts of highways, auto-oriented uses, vehicle areas, signage and exterior display and storage areas on adjacent residential uses through noise barriers, berms, and other landscaping techniques. *Supports Objectives L1-L3*

LU aq) Encourage the use of buffers, building or landscape design to limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near highways, regional truckways, high traffic streets and other sources of air pollution. *Supports Objective L2*

Design Quality

LU ar) Promote quality architecture, landscaping, urban design and construction by creating high-quality municipal buildings, streetscapes and parks. *Supports Objective L2*

FW as) Encourage the use of design competitions for public works to seek design excellence and promote public interest. *Supports Objectives L1- L3*

FW at) Establish biannual urban design awards to reward creativity and excellence in design. *Supports Objectives L1-L3*

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2.2 CULTURE & HERITAGE

The celebration and preservation of cultural heritage assets connects citizens of the Regional Centre with a shared, diverse and complex past. Cultural heritage assets include physical or built resources, as well as traditional activities, values and beliefs. The wealth of historic resources and the range of traditional cultural activities that have evolved over time define the Regional Centre's distinctive maritime character. The protection of these assets enhances the character of the Centre and supports the valued diversity of its unique neighbourhoods. Balancing growth with the protection and enhancement of community character contributes to the HRM's goals for economic development and environmental sustainability and is integral to a planning approach that supports this value in all aspects of municipal planning.

The Centre Plan recognizes the important contribution that a diverse and vibrant arts and cultural community makes to the quality of life in the Regional Centre. Centre Plan direction supports the protection and furtherance of the values embodied in the Centre's cultural assets. These include a full range of heritage preservation initiatives for the identification and protection of historic buildings and their adaptive re-use; support for inclusive community arts initiatives, cultural expressions and celebrations; and the encouragement of the diversity of emerging artists that continue to shape the community's future legacy.

Building on our cultural assets while preserving the diversity of our traditional activities, connects people with a shared past, enhances the unique aspects of the Regional Centre's distinct urban character and adds interest and vitality to our diverse public realm. Cultural assets and historical legacies transcend physical buildings and are sometimes best captured through the recognition and celebration of traditional and modern day evolving cultural exchanges between communities, the development of community public art initiatives, exhibitions and festivals, the sharing of stories, beliefs, and the lived and ongoing experiences of the diverse residents of the Regional Centre.

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GOAL:

A Regional Centre that preserves, protects and enhances its cultural and historic resources.

OBJECTIVES:

C1 To consider community heritage and cultural values when making land use decisions.

C2 To develop an evidence-based inventory of potential cultural landscapes, heritage properties, and heritage conservation districts in the Regional Centre to inform land use and development decisions.

C3 To establish a range of monetary and non-monetary incentives for the encouragement of public and private sector investments in heritage conservation, and arts and culture initiatives.

C4 To increase the number of publicly accessible arts and cultural venues, cultural events, and temporary or seasonal celebrations.

Heritage Conservation District:

An area of urban or rural properties collectively deemed to have local or community heritage value and that is registered under the Heritage Property Act.

Cultural Landscapes:

Geographic areas which have been modified or influenced by the combined activities of man and nature over time and have been given special cultural meaning by the community.

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All definitions can be found in the Glossary

POLICY DIRECTIONS

2.2.1 HERITAGE

The Regional Centre is a unique complex of institutional, commercial and residential districts whose evolution spans over 250 years of European and African Nova Scotian settlement and thousands of years of First Nations occupancy and activity around Halifax Harbour. The people who built these districts brought their own distinct cultures and, over time, responded to a range of economic and social challenges that continue to be reflected today in the physical form and social character of the Regional Centre's many diverse neighborhoods. Heritage policies address the need to ensure that growth and change is accommodated, and is balanced with the protection and enhancement of the built form, community character and the social diversity that contributes to the Regional Centre's sense of place and identity.

Adaptive Re-Use:

Adapting a site or building for a use other than its original use.

Viewplane:

An unobstructed line of sight that allows a person to see a particular landform, building or landscape.

Application of Regulatory and Policy Tools

LU a) Ensure the consistent application of available regulatory and policy tools in order to balance the need for new development, adaptive re-use and growth with heritage conservation values and the protection of community character. *Supports Objective C1*

Viewplane & Rampart Protection

LU b) Designated viewplanes from the Citadel and Dartmouth, as identified in *Figure 4*, and ramparts, shall be protected through the Land Use By-law. *Supports Objective C1*

Potential Heritage Properties, Heritage Conservation Districts and Cultural Landscapes

FW c) Consider potential heritage properties, heritage conservation districts and cultural landscapes recommended for protection under the Nova Scotia Heritage Property Act. *Supports Objective C1*

Tuft's Cove Archaeological Investigations

FW d) In order to facilitate discussion regarding future land uses and options for the interpretation of the site's history, archaeological investigation and monitoring should be conducted, by the developer, where any excavation or disturbance of the ground plane is to be undertaken on areas controlled by Canada Lands Corporation or lands held by the Crown for the Millbrook First Nation. *Supports Objective C1*

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FW Future Work F Funding LU Land Use P Partnerships I Integration

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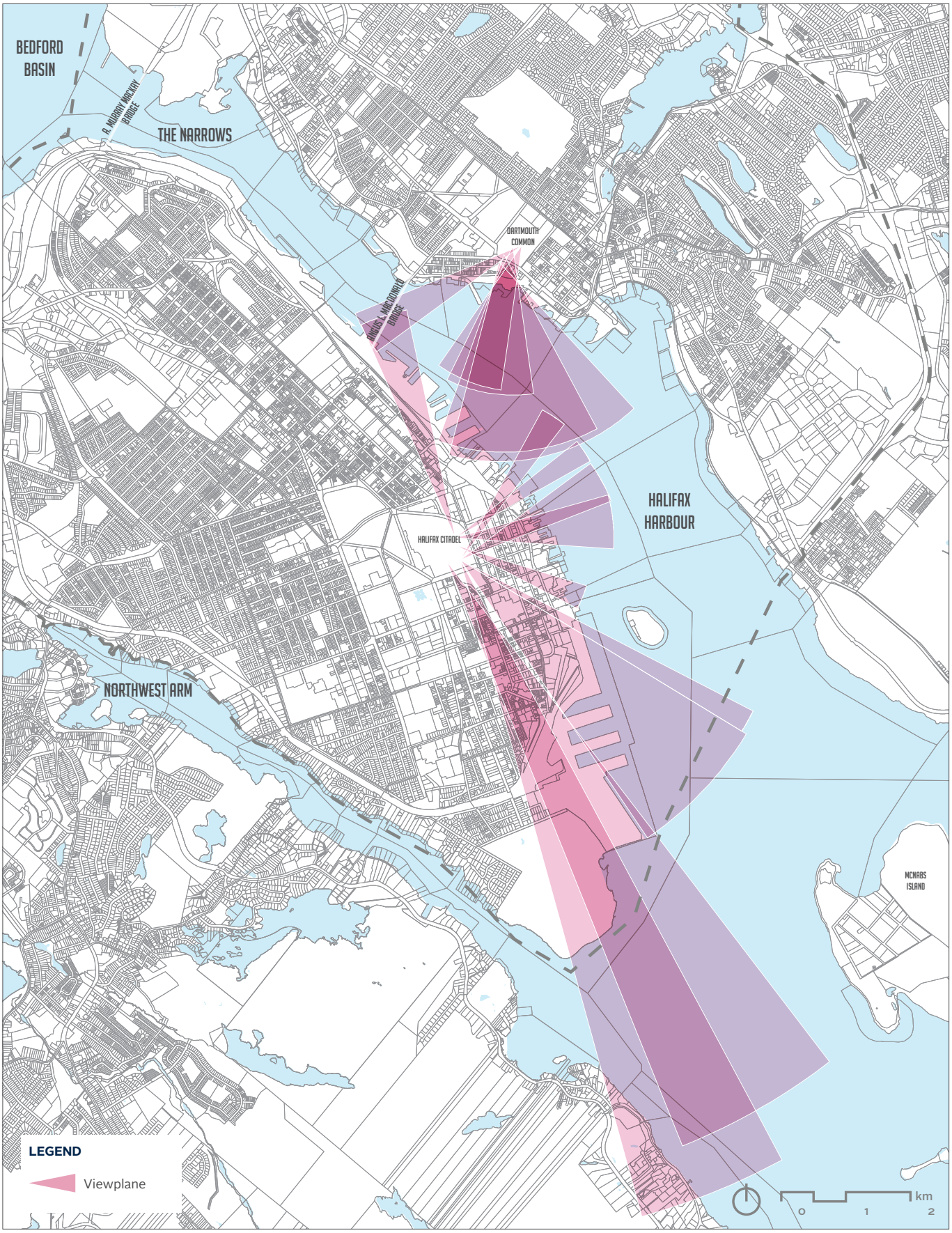
Figure 4: Viewplane Protection



Cultural Heritage Conservation

FW e) Planning documents addressing HRM cultural and heritage priorities shall, in accordance with Council's direction at the time of their adoption, serve to augment the implementation of an evolving cultural heritage program strategy for the Regional Centre. *Supports Objective C1*

GIS Survey

FW f) In recognition of the high concentration of neighbourhoods developed prior to 1918 and ongoing growth pressures within the Regional Centre, undertake a GIS block survey of existing buildings, by age and historic use, to identify and prioritize potential heritage conservation districts and cultural landscapes for their consideration by Regional Council. As a first priority, the Municipality should conduct a survey by block of buildings in Downtown Dartmouth and in contiguous areas of Halifax North End as outlined in *Figure 5*. *Supports Objectives C1, C2*

Identification and Registration of Potential Heritage Conservation Districts and Cultural Landscapes

FW g) As a priority, the Municipality shall conduct block surveys within the Regional Centre and prepare studies in accordance with the Heritage Property Act for the future registration of Heritage Conservation Districts and Cultural Landscapes within areas identified to the left. *Supports Objectives C1, C2*

Partnerships with Educational Institutions

P h) Actively seek mutually beneficial partnerships with senior educational institutions to undertake GIS-based historic resource block surveys of growth areas within the Regional Centre to identify potential heritage conservation districts and cultural landscapes. *Supports Objective C2*

Community Consultation

P i) Consult with the diverse communities of the Regional Centre regarding the survey of potential heritage conservation districts and cultural landscapes to jointly identify the diversity of community values. *Supports Objective C1*

Inventory

FW j) Develop a publicly accessible inventory of potential Heritage Conservation Districts and Cultural Landscapes and their component physical structures and elements. *Supports Objectives C1, C2*

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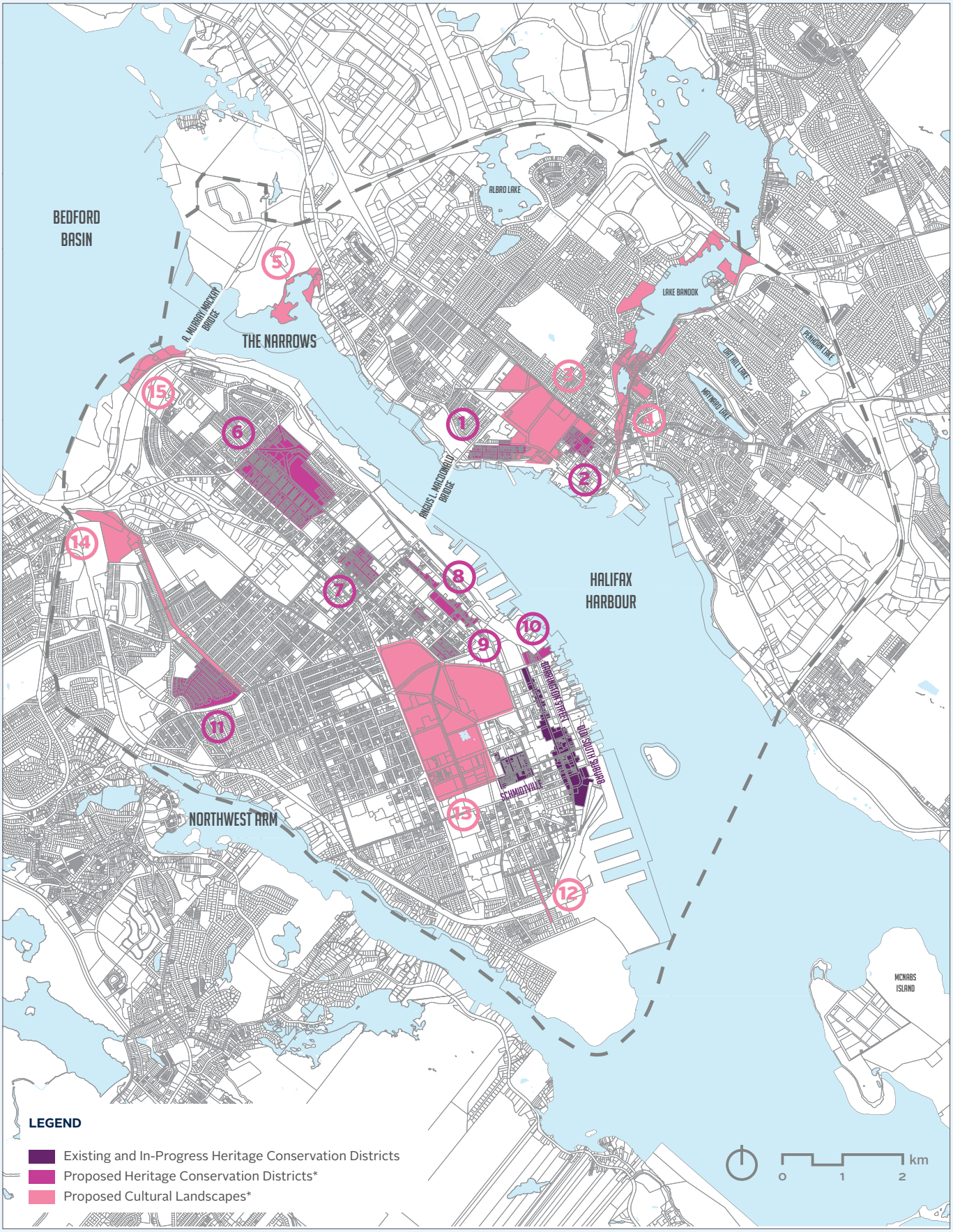
Figure 5: Potential Heritage Conservation Districts and Cultural Landscapes



* Boundaries shown are for discussion purposes only and need to be further refined through engagement and research

POTENTIAL HERITAGE CONSERVATION DISTRICTS AND CULTURAL LANDSCAPES

DARTMOUTH

Potential Heritage Conservation Districts

1. Harbourview: Development began in this compact, early working-class residential district in the late 19th century and has continued to the present day. The area is bounded to the south by Shore Road and to the north by Windmill Road and has notable harbour views from side streets and lanes. Recent infill development intermixed with older, well-cared for wooden frame one-storey cottages and two-storey residences setback from the property line characterize the district.

2. Park District: The Park District abutting Dartmouth Common, the earliest settled area of the community, contains an important collection of 18th and 19th century residences and churches that represent the community's historic and culturally diverse character. The evolution of the original, small 18th-century village to a major city can be seen in the unique collection of historic Quaker, Georgian and Gothic buildings now intermixed with infill development.

Potential Cultural Landscapes

3. Dartmouth Central Common: The Dartmouth Central Common is a remnant of the traditional British land-use practice of establishing communal grazing land and has evolved to serve a variety of community needs. The Commons include graves of contact-era Mi'kmaq Chiefs, four churches with graveyards, a Viewing and Navigation Station, a late Victorian-era park and important views of Halifax Harbour.

4. Shubenacadie Canal Waterway:
Graham's Grove and Banook Lake (Panuk) are major recreational features for the Regional Centre and the broader region. They are also two links in the chain of water and land resources that make up the cherished Shubenacadie Canal Waterway (SiKEPNE' KATIK), integral to the evolution of the Regional Centre. Archaeological evidence found along the canal indicates over 4,000 years of human use and activity along this water highway that connects the Bay of Fundy to Halifax Harbour.

The construction of the canal system in the 1800s furthered the development of Dartmouth as the industrial centre of the region, with the system serving as an efficient transportation route and economic resource for carrying goods up and down the Shubenacadie River. The canal system is designated as a National Historic Civil Engineering Site and Lock 3 is protected under the Nova Scotia Special Places Protection Act. While much research has gone into components of the Shubenacadie Canal Waterway, particularly the engineering of the locks system and the waterway's industrial history, its value as a cultural landscape in entirety has not been established.

The unique system of natural waterbodies connected by engineering works and its importance to the evolution of the Region makes Shubenacadie Canal Waterway an outstanding example of the combined works of nature and humankind. As such, Shubenacadie warrants further study and possible recognition as a designated cultural landscape. This study should involve extensive engagement with the Mik'maw to better understand, honour and interpret their relationship and connection to the landscape.

5. Tuft's Cove: Tufts' Cove immediately east of the mouth of Bedford Basin offers an opportunity for interpretation of the history of evolving relationships between First Nations and successive Canadian governments. Use and seasonal occupancy of Tuft's Cove lands by Mi'kmaq peoples is recorded in accounts of the area as early as the mid 1850's. Future archaeological investigations may further determine that the First Nations peoples' occupation of the area pre-dates the contact era.

The Crown granted the lands surrounding Tufts' Cove to G. Tufts circa 1755. A small community of Mi'kmaq continued to occupy the site, maintained traditional-use patterns in summer and, importantly, established a mercantile relationship with the Dartmouth business community by carving hockey sticks and axe and shovel handles. The community was destroyed with loss of life in the Halifax Explosion of 1917.

Research indicates no Mi'kmaq presence on the site between 1917 and 1951 when Shannon Park was developed on 86 acres of Crown land for the Department of National Defense. Subsequent to the closure of Shannon Park, lands were transferred to Canada Lands Corporation for sale and redevelopment. Shore lands abutting Tufts' Cove proper were excluded from the transfer. The Crown is holding 9 acres abutting the shores of Tufts' Cove proper in favour of the Millbrook First Nation.

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Potential Heritage Conservation Districts

6. Hydrostone District: Canada's first public housing project, the Hydrostone, built to house workers displaced by the Halifax Explosion of 1917, was designed in the Arts and Crafts village style and constructed of locally cast stone. The development is a rare example of an intact, comprehensively developed, residential row house subdivision with laneways and treed boulevards that serve as common greenspace. Fort Needham, built to protect Halifax Harbour during the colonial wars of the 18th century, abuts the Hydrostone and serves as community green space.

7. Bloomfield District: The largely intact and contiguous tree-lined streetscapes of the Bloomfield District, west of Gottingen in Halifax's North End, contains an important collection of Georgian, Victorian and Edwardian grand residences of the merchant class, social care facilities and homes of the middle class; evidence of the diverse social classes that developed the community in the mid to late 19th century.

8. Brunswick Street: Development in the Brunswick Street district dates to the earliest period of colonial British settlement beginning in 1756, spanning the Georgian period through to late 19th century residences of the merchant shipping class. Little Dutch Church, St. George's (Round) Anglican Church, Cornwallis Baptist Church, Saint Patrick's Roman Catholic Church and Uniacke Square are evidence of the diversity and continuity of cultures in the district.

9. Creighton Field to North Park Street: This North End neighbourhood adjacent to the Halifax Common lands is characterized by intact and contiguous streetscapes of detached and semi-detached small-scale worker's housing dating from the Georgian era through to the late 19th century. Pre-dating bylawed setbacks, construction lies on or close to the property line with no side-yards. Wood frame one and two-storey maritime vernacular structures predominate with classical detailing, central-hipped dormer windows and entrance porches above grade. Taken together, these historic elements create a distinct and legible character district.

10. Historic Properties: A group of stone and wooden warehouses along the Halifax Boardwalk, constructed between 1800-1875. A National Historic Site, these rehabilitated buildings are a popular tourist destination.

11. Westmount CMHC Subdivision: Designed post WWII by the CMHC on a modified Radburn N.J. model, Westmount is one of two similar communities built by the federal government in Canada to house returning servicemen and their families. Westmount features rear service lanes, that evolved over time to become primary entrances, and central common green park spaces for the 350 single family bungalows houses laid out in a U-shaped pattern.

Potential Cultural Landscapes

12. Young Avenue (Inglis to Ogilvie): The Young Avenue character district is an intact Victorian-era residential streetscape fronting on the historic treed center boulevard entrance drive to Point Pleasant Park. It is characterized by grand brick, stone and wooden residences that are setback from the property line and feature a variety of classical, French and Italianate stylistic influences typical of the late Victorian era.

13. The Citadel and Halifax Common: The Citadel, the primary emblem of British military and colonial settlement in the Halifax region, lies at the highest point and centre of a town plan that was laid out in 1750. A grid pattern formed the basis for the evolution of the historic commercial, industrial and residential core area and includes the Halifax Public Gardens.

14. Connaught Avenue and Fairview Cemetery: Fairview Cemetery was designed in the late 19th century on the rural park model, established in North America in 1830 at Mt. Auburn Massachusetts. Designed with curvilinear roadways, the cemetery contains 121 graves from the Titanic disaster laid out to face the rising sun. Connaught Avenue directly abuts the site and was designed with input from Andrew Cobb as a major green boulevard entrance to Halifax lined with Linden species.

15. Africville Park and Harbour Lands: Seaview Park, the site of the former community of Africville, is nationally recognized for its important links to the 250-year history of Afro-Canadian settlement in Canada, North American racial discrimination and the social effects of urban renewal strategies in the 1960s.

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Heritage Conservation Initiatives

FW F k) Investigate heritage conservation supports and initiatives that include, but are not limited to, grants for restoration, rehabilitation and enhancements within Heritage Conservation Districts and Cultural Landscapes, and community heritage interpretation initiatives. *Supports Objectives C1, C3*

Density Bonusing:

An increase in built area in exchange for public amenities and/or benefits that contribute to the livability and proper planning of the neighbourhood affected by the resulting increase in density.

Heritage Property:

A building, public building interior, streetscape, cultural landscape or area registered in the Registry of Heritage Property for the Halifax Regional Municipality.

Adaptive Reuse and Height of New Construction

LU FW l) Encourage the adaptive re-use of Heritage Properties in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada. Investigate the creation of an alternate standard to supersede Standard 11, establishing that the height of new construction on or abutting a Heritage Property, within or outside of a Heritage Conservation District, is an important factor affecting the protection of a Heritage Property's cultural value as defined in its Statement of Significance. *Supports Objective C1*

Statements of Significance

FW m) In recognition of the predominantly low to mid-rise character of Heritage Properties and Heritage Conservation Districts in the Regional Centre, revise the requirements for Statements of Heritage Significance to include a detailed description of the significance of a building's scale and context.

Supports Objective C1

Development Agreements

LU n) In any building, part of a building, or on any lot on which a registered heritage building is situated, the owner may apply to the Municipality for a development agreement for any development or change in use not otherwise permitted by the land use designation and zone subject to the following considerations:

i. That any registered heritage building covered by the agreement shall not be altered in any way to diminish its heritage value
ii. That any development must maintain the integrity of any registered heritage property, streetscape or conservation area of which it is part
iii. That any adjacent uses, particularly residential use are not unduly disrupted as a result of traffic generation, noise, hours of operation, parking requirements and such other land use impacts as may be required as part of a development
iv. That any development substantially complies with the policies of this plan and in particular the objectives and policies as they relate to heritage resources

Supports Objectives C1, C3

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2.2.2 CULTURE

The cultural assets of the Regional Centre include a strong, active and diverse community; one of the key building blocks of a healthy, vibrant and livable city. Cultural policies can provide a range of incentives to encourage and enable the ongoing growth of the social economy, provide support for emerging artists and craftspeople, and give citizens a range of opportunities to experience and participate in community cultural activities, civic celebrations and seasonal events.

Cultural Investments

I a) Through planning documents addressing HRM cultural and heritage priorities, ensure that cultural investments reflect and support the social diversity of the Regional Centre and an inclusive approach to its unique mix of arts and cultural expressions, initiatives and venues. *Supports Objective C4*

Indigenous Inclusion

P b) In collaboration with Indigenous organizations and groups, develop an engagement protocol with Indigenous peoples in accordance with HRM's statement on First Nations' reconciliation.

Supports Objective C1

Protocol for Identifying and Protecting Indigenous Sites of Significance

FW c) In recognition of the high potential for the incidence of pre and post-contact archaeological resources in the Regional Centre, consult with Indigenous peoples to develop a protocol for the appropriate identification, protection and interpretation of sites of cultural value to Indigenous communities.

Supports Objective C1

Identification and Commemoration of Sites of Traditional Cultural Practice

FW d) Work with indigenous communities and other cultural groups to develop a protocol for the identification, protection and commemoration of areas and sites relevant to their diverse history, traditional practices and activities in the present day. *Supports Objective C1*

Engagement of Cultural Communities

FW e) Work with African Nova Scotian, Acadian and other cultural communities to identify, protect and commemorate areas and sites relevant to their diverse history, traditional practices and activities in the present day.

Supports Objective C1

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Home Occupations

LU f) Expand home occupations opportunities for arts and culture activities and relax requirements to permit a greater range of home occupation uses. *Supports Objective C4*

Pop-up:

A temporary structure, space or event.

Density Bonusing for Arts and Culture Facilities

LU g) In developing a density bonusing strategy for large scale developments in the Regional Centre, permit the provision and dedication of space for arts and cultural activity as a direct community benefit where appropriate. *Supports Objectives C3, C4*

Pop-Up Structures

LU FW h) Explore opportunities for innovative and creative pop-up structures, spaces and events on public land, including HRM's transportation right-of-way, throughout the Regional Centre. *Supports Objective C4*

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FW Future Work F Funding LU Land Use P Partnerships I Integration

All definitions can be found in the Glossary

GENERAL STORE
SCHOOL

2.3 HOUSING

Having access to suitable, affordable and comfortable housing is fundamental to the health and quality of life of all people. The residents of the Regional Centre value affordable housing and housing choice, as these are important components in creating diverse communities. Currently, the Regional Centre needs more affordable housing options, including those for families. Providing the right mix of housing will allow people to remain in the Regional Centre as they transition through life, whether they are a single person looking for their first apartment, a household with children or a retired couple looking to downsize their home. This will add to the vitality and stability of Regional Centre neighbourhoods.

Adding more housing options, given the importance of the Regional Centre as an employment area, will also allow more people to live closer to where they work. In turn, more people living and working in an area leads to more successful shops, restaurants and businesses; which creates vibrant neighbourhoods.

Affordable Housing:

Measuring housing affordability involves comparing housing costs to the ability of a household to meet those costs. Affordable housing means costs no more than 30% of a household gross monthly income.

Infill:

The development of vacant parcels or redevelopment of existing housing or other buildings.

GOAL:

A Regional Centre that offers a range of affordable and diverse housing options.

OBJECTIVES:

H1 To increase the variety of housing choices throughout the Regional Centre to attract a diversity of people, including families of various sizes.

H2 To increase the number of affordable housing units throughout the Regional Centre.

H3 To locate special care facilities in accessible locations throughout the Regional Centre in a building form that is compatible with the surrounding community.

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All definitions can be found in the Glossary

POLICY DIRECTIONS

2.3.1 GENERAL

Like many Canadian communities, the Regional Centre's population is shifting. Overall the population is ageing, but many neighbourhoods are seeing an increase in new Canadians, young families and multi-generational households. Recent housing starts and planning applications data reveals a shift in residential development within HRM toward multi-unit housing in urban areas. In order for the Regional Centre to remain economically competitive and support a high quality of life, a diversity of housing types, sizes and tenures needs to be available across a range of housing budgets. At the same time, new residential development must be contextually-appropriate for the communities in which it's built.

Family Oriented Housing

LU a) Promote family-oriented housing, including for families with children, in the Regional Centre by supporting the spaces and facilities that meet the needs of different age groups. *Supports Objective H1*

Family-Oriented Multi-Unit Dwellings

LU b) Encourage multi-unit residential and mixed-use developments that adopt elements that can support families in a vertical community. This should include such components as supportive design elements for children in units, accessible play spaces, safe streetscape designs and affordable multi-bedroom units. *Supports Objectives H1, H2*

Housing Options

LU c) Encourage a mix of housing options to meet the range of needs in the local market. Options should include various unit types (high-rise apartments, townhomes, etc.) and pricing and should work to be inclusive of a range of demographic and economic backgrounds. *Supports Objectives H1, H2*

Unit Size Diversity

LU d) Encourage multi-unit buildings to provide a range of units to accommodate different household sizes, with studio, one-bedroom and larger units included in each multi-unit building. *Supports Objective H1*

Multi-Unit Housing Amenity Space

LU e) All new multi-unit residential developments should provide private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units. This may take the form of balconies, courtyards, terraces, rooftop gardens or deck space. *Supports Objective H1*

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Amenity Space:

On-site common or private space that can be either indoor or outdoor. Amenity spaces are designed for active or passive recreational use and can take the form of exercise or common rooms, balconies, terraces, rooftop gardens or deck space.

Co-operative Housing:

Housing cooperatives provide not-for-profit housing for their members and only charge enough to cover costs, making co-op housing more affordable than average private sector rentals.

Dwelling Unit:

One or more rooms used, or designed to be used, by one or more persons as a place of abode that contains not more than one kitchen and includes, but is not limited to living, sleeping and sanitary facilities.

Home Occupation Unit:

A single unit that includes both the primary living quarters of an occupant with their commercial or office space.

LU f) New tall residential buildings should provide indoor common amenity space, such as gyms, libraries, recreation rooms, pools or saunas.

Supports Objective H1

Co-operative Housing Development

FW g) Continue to encourage new and existing co-operative housing developments throughout the Regional Centre as a housing model that encourages community building and local ownership of housing. *Supports Objectives H1, H2*

Co-operative Housing Study

FW h) Undertake a research study to determine how co-operative housing can be best integrated into a comprehensive affordable housing program.

Supports Objectives H1, H2

Housing Diversity in Strategic Locations

LU i) Promote greater housing choice in the Downtowns, Centres, Corridors and Future Growth Nodes because of their proximity to commercial areas and employment and the ability to access these locations by active transportation and transit. *Supports Objectives H1, H2*

Housing Incentives

LU j) Explore incentives to encourage infill housing or accessory dwelling units throughout the Regional Centre where appropriate, including:

i. Reduced lot standards
ii. Detached secondary dwelling units

Supports Objectives H1, H2

Ground Oriented Housing

LU k) Encourage ground-oriented housing throughout the Regional Centre as an important component of residential neighbourhoods. These housing units shall be developed to consider the street and support an attractive streetscape through well-designed landscaping, public and private open spaces, and appealing and consistent architectural design elements.

Supports Objective H1

Innovative Housing Forms

LU l) Promote innovative housing forms, including physically accessible units, that provide flexible solutions to local needs. These may include formats such as co-housing units, home occupation units, micro-units and accessory dwelling units throughout the Regional Centre. *Supports Objectives H1, H2*

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FW Future Work F Funding LU Land Use P Partnerships I Integration

All definitions can be found in the Glossary

2.3.2 AFFORDABLE NON-MARKET HOUSING

Providing and supporting the provision of non-market housing is one way to ensure that everyone has a safe and comfortable place to call home. Unfortunately, the current supply of affordable non-market housing in the Regional Centre is inadequate to meet this need. While intervention from other orders of government will be necessary, the Municipality will also support the development of affordable non-market housing throughout the Regional Centre.

Affordable Housing

FW a) Explore ways to increase the number of affordable non-market housing units in the Regional Centre using a variety of tools, such as community land trusts, density bonusing and incentive zoning. *Supports Objectives H1, H2*

LU b) Encourage the renewal, repair and upgrade of affordable housing units in the non-profit, public and private sectors. *Supports Objectives H1, H2*

Single Room Occupancies

LU c) Explore options for supporting single-room accommodation units in the Regional Centre while establishing contextually-appropriate requirements that address the cumulative impacts of these uses. Requirements may include limits on the number of bedrooms or maximum lot coverages, or requirements for landscaping and open space. *Supports Objectives H1, H2*

Community Land Trusts

Non-profit, community-based organizations whose mission is to provide affordable housing in perpetuity by owning land and leasing it to those who live in housing built on that land.

Single Room Occupancies:

A residential unit comprising of an individual room, or in some cases two rooms, within a multiple-tenant building. Single room occupancy tenants typically share bathrooms and/or kitchens.

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2.3.3 SPECIAL CARE FACILITIES

Special care facilities, or supportive housing, serve a broad range of residents including ageing populations and persons with disabilities. Special care facilities integrated into established communities promote social inclusion by providing assistance to those in need, and accepting them as part of the community. When located close to transit, shopping and other services, these facilities can enable people to age as their needs change; can allow families and friends to accommodate loved ones close to home; and can keep existing community social supports intact.

Location

LU a) Recognizing the residential nature of special care facilities, permit special care facilities in the Downtowns, Centres, Corridors, Future Growth Nodes, Established Residential Areas, Higher Order Residential Areas, and Institutional Employment Areas. *Supports Objective H3*

LU b) Special care facilities should be developed to be consistent with the Urban Structure. *Supports Objective H3*

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2.4 JOBS & ECONOMIC DEVELOPMENT

The long-term economic sustainability of the Regional Centre is linked to a strong economy and employment opportunities for residents. The diversification of local economic sectors, support for local entrepreneurship, and the development of a supportive business environment can help build resilience and strength in the local economy, and provide a strong draw for businesses and workers alike.

HRM will build upon and strengthen the Regional Centre's reputation as the principal economic centre of Atlantic Canada by promoting its talented and educated community; its unique concentration of major industries, employers and institutions (especially in ocean-related sectors); and its attractive urban lifestyle with a high quality of life and access to regional amenities. These efforts will be in cooperation with stakeholders and partners, including the Province and the Halifax Partnership.

This section provides general guidance about building a supportive economic environment for both employees and businesses. It is supplemented by the discussion of urban form and development, which provides an understanding of how urban structure, especially for intensive employment areas, can support businesses and local economic activity.

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GOAL:

A vibrant Regional Centre that attracts and retains private investment, corporate tenants, and a diversity of talented residents.

OBJECTIVES:

J1 To collaborate with institutions, businesses, and other levels of government to support the continued success of employers in the Regional Centre.

J2 To support small businesses and entrepreneurial activities through land use regulations, programs and municipal initiatives.

J3 To improve quality of life for Regional Centre residents by improving access to community and social services.

J4 To promote the Regional Centre as the place to do business within the Halifax Regional Municipality.

POLICY DIRECTIONS

2.4.1 GENERAL

The long-term economic health of the Regional Centre depends on creating communities where newcomers and residents want to live and work. The Municipality can also support business within the Regional Centre by ensuring adequate locations for office, retail, institutional, and industrial development are protected in strategic and accessible locations. Strategic public investments; supportive partnerships with business, other orders of government, and institutions; and other incentives can act as catalysts for further economic growth and job creation.

Promoting the Regional Centre

P a) Develop a multi-organizational committee to expand and promote the unique identities and features of the Regional Centre and market it as an attractive destination for residents, businesses, and tourists. *Supports Objectives J1, J4*

Incubator:

A shared space that offers a supportive environment and workspace for people such as entrepreneurs and artists to grow their business or develop their craft.

Diversification and Resiliency

FW b) Consider opportunities to build and advance employment and commercial diversification, especially through small business incubators and accelerators. *Supports Objective H2*

Supporting Small Businesses

FW c) Develop a program to match entrepreneurs and small businesses with landowners so that vacant storefronts in key locations can be used as short-term entrepreneurial incubators and "pop-up" retail and service spaces. *Supports Objectives H1, H2*

Attracting and Retaining Talent

P d) Build partnerships with universities and businesses to match young workers, recent graduates, and immigrants with high-quality employment opportunities. *Supports Objective H1*

Local and Regional Retail Destination

LU e) Work to enhance the role of the Regional Centre as a regional retail centre with opportunities for local retail businesses to flourish. *Supports Objective H4*

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All definitions can be found in the Glossary

Catalyze Investment

FW f) Consider enabling strategic investment, and development opportunities that are catalyst projects with the potential to spur further investment and development in the Regional Centre. These projects may include long-term infrastructure investments. *Supports Objective H2*

Diversity of Employment Opportunities

LU g) Support a range of development and employment opportunities that cater to different types of business and a diverse workforce, including housing for home occupation opportunities. *Supports Objective H3*

Home Occupations

LU h) Support the provision of home occupation units throughout the Regional Centre as a means of supporting smaller home-based businesses. These units can provide opportunities to offer affordable office and work spaces for individuals and start-up businesses that would otherwise be difficult to service in the commercial real estate market. *Supports Objective H2*

Minimize Disruptions from Projects

FW I i) Design and coordinate infrastructure and streetscape improvements to minimize disruptions to businesses. *Supports Objective H1*

Variety in Commercial Size

LU j) New at-grade space designed for retail use shall be built to be flexible, enabling units to be expanded or made smaller over time to facilitate a diverse range of businesses. *Supports Objective H2*

Maker Spaces:

A space where people can gather to work on projects and share resources and knowledge.

Maker Spaces

LU k) Encourage small-scale maker spaces in commercial and mixed-use areas throughout the Regional Centre to provide opportunities for small business start-up and incubation. Establish requirements to ensure these spaces have minimal off-site impacts, especially in areas with residential uses. *Supports Objective H2*

Public WiFi

I l) Consider providing additional publicly available WiFi coverage in key public spaces. *Supports Objective H3*

Winter Activity

FW P m) Seek opportunities to create winter city pilot projects by partnering with local businesses and Tourism Nova Scotia. *Supports Objective H1*

DRAFT

FW Future Work F Funding LU Land Use P Partnerships I Integration

All definitions can be found in the Glossary

Active Transportation

I n) Encourage a shift in culture that embraces active transportation as key element in creating an economically competitive Regional Centre.

Supports Objective H3

2.4.2 BUSINESS ENVIRONMENT

HRM is committed to helping business succeed in the Regional Centre through supportive policies and simplified procedures.

Timely Approvals

LU a) Ensure that commercial development is permitted as-of-right when it is locally appropriate and in line with the Urban Structure.

Supports Objectives H2, H4

Business Tax

P b) Work with partners, including local Business Associations, to assess the impacts of changes to the calculation and collection of property tax.

Supports Objective H1

Encouraging Residence-Based Businesses

LU c) Expand the range of professions permitted in home occupation businesses and allow these uses in areas zoned for residential use.

Supports Objective H2, H4

2.4.3 KEY EMPLOYMENT & INDUSTRIES

Several key employers and industries provide a large proportion of employment within the Regional Centre. Supporting these companies and institutions, with the aim of helping them grow, will protect existing employment and encourage additional job growth.

Office Locations

LU a) Encourage concentration of office space in the Downtowns, Centres, and in areas with high-quality transit service (current and planned).

Supports Objective H4

Health Care Facilities

LU b) Encourage the retention and expansion of health care institutions in the Regional Centre. This includes the expansion and redevelopment of existing hospital facilities and the development of convenient and accessible health

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clinics and medical offices throughout the Regional Centre. These uses should be concentrated, where possible, in areas with high-quality transit service (current and planned). *Supports Objective H1, H3*

Education

LU c) Encourage the retention and expansion of post-secondary educational institutions in the Regional Centre, including universities, colleges and trade schools. Work with public and private education providers to site new facilities, by recommending their location in areas with high-quality transit service (current and planned). *Supports Objective H1*

Partnerships with Education

P d) Support educational institutions through investigating the sharing and co-location of public facilities such as libraries, community facilities and community centres. *Supports Objective H1*

Government

P e) Work with senior orders of government to site offices and service centres in the Downtowns and Centres where the associated employment and services will support the concentration of population and businesses. Government uses shall be sited in areas with high-quality transit service (current and planned). *Supports Objective H1*

Tourism Location

LU P f) Encourage tourism, hospitality and visitor support services to cluster in the downtown areas, with a particular focus on the waterfront.
Supports Objective H1, H4

Shipping/Logistics

P g) Continue to support the operations of the Port of Halifax as a strategic infrastructure link and its key role in the regional economy. Work with partners to improve the infrastructure and services that support the Port.
Supports Objective H4

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2.4.4 COMMUNITY SERVICES & SUPPORT

The long-term economic health of the Regional Centre is vital when creating communities where residents and newcomers want to live and work. It is equally important to ensure that existing and future residents have a good quality of life.

Density Bonusing for Community Amenities

LU a) In developing a density bonusing strategy for large-scale developments in the Regional Centre, permit the provision and dedication of space for community amenities as a direct community benefit where appropriate. *Supports Objective H3*

Engagement with the Immigrant Community

P b) Work with immigrant communities to address specific challenges to businesses and workers, and improve the provision of community services. *Supports Objective H3*

Food Security

LU c) HRM should expand the options for food-related businesses to support more diverse and nutritious choices in more accessible locations, such as home occupations and farm stands. *Supports Objective H3*

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2.5 MOBILITY

While many areas of the Regional Centre are well connected and easy for people to move through, the convenience, safety and connectivity of the transportation network can be improved. The number of people living and working in the Regional Centre makes it both a viable and important area to expand the use of transit and active transportation modes such as walking and cycling. Designing complete streets will ensure that movement by foot, mobility aid, bike, transit, car and other modes is convenient throughout the day and supportive of surrounding residential, commercial, institutional and open spaces. Not all streets can become complete streets, but it is important to establish a network of connected, complete streets to promote walkable neighbourhoods, and enable people to live healthier and more active lives.

Integrating land use and transportation planning will help to make alternatives to driving an easy choice. Mobility planning must also consider the unique context of the Regional Centre, including the need to provide connections for multiple modes of travel across the harbour.

Active Transportation:

Human powered, personal travel chosen as an alternative to motorized travel; includes walking, running, hiking, cycling, the use of a wheelchair, cross-country skis, skateboard, or canoe or kayak on water.

Complete Streets:

An approach to planning, design, operations and maintenance of roadways that enables safe, convenient and comfortable travel and access for users of all ages and abilities regardless of transportation mode (e.g. on foot, on a bike, using transit, in a private vehicle).

Walkable:

Refers to a single route, or a system of routes, between points that is relatively short, barrier free, interesting, safe, well-lit, comfortable and inviting to pedestrian travel.

GOAL:

A Regional Centre where pedestrian movement and comfort is the priority, and where mobility and land-use decisions are integrated.

OBJECTIVES:

M1 To prioritize the needs of pedestrians first in all transportation decisions, followed by cyclists, public transit users, car sharing users, and those using utility and private vehicles.

M2 To implement an integrated mobility approach throughout the Regional Centre that supports a variety of sustainable transportation options.

M3 To ensure that transit and active transportation infrastructure is planned to support mixed-use areas that will accommodate growth.

M4 To enhance and extend pedestrian corridors and pathways to provide safe and convenient connectivity within, to, and from the Regional Centre.

M5 To optimize parking requirements and parking lot design to adequately meet parking demand, while reducing the number, size and effect of surface parking lots.

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All definitions can be found in the Glossary

POLICY DIRECTIONS

2.5.1 GENERAL

How the streets, sidewalks, paths, bridges and other components of a transportation system are designed and function has a significant impact on the urban form of the Regional Centre. A well-functioning transportation system that is integrated, connected to places where people want to go and is accessible for people of all ages and abilities contributes to greater personal mobility and quality of life. The Centre Plan utilizes a sustainable approach to mobility that prioritizes pedestrians.

Level of Service Assessment:

An analysis used to evaluate the potential impacts or influence of a proposed development on various transportation modes, including the speed, convenience, comfort and security of transportation facilities and services as experienced by users. The assessment is used to identify transportation problems and potential solutions, and influence a development's design.

Level of Service Assessments

FW a) Investigate requiring level of service assessments for large-scale developments. Level of service assessments, provided by the applicant, will reflect the hierarchy of travel modes set out in the Plan, prioritizing pedestrians first then cyclists, public transit, car sharing, and lastly, private cars. *Supports Objectives M1, M2*

2.5.2 COMPLETE STREETS

Complete streets are supported in the Regional Plan. This approach to the planning, design, operations and maintenance of roadways enables safe, convenient and comfortable travel and access for users of all ages and abilities regardless if they are on foot, on a bike, using transit or in a private vehicle. Not every street should, or can, be a complete street, but rather a network of complete streets should be created.

Complete Streets

I a) Design and construct, or reconstruct, streets to reflect a complete streets approach to mobility that balances the needs and priorities of the various users within the right-of-way. *Supports Objective M1, M2*

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All definitions can be found in the Glossary

2.5.3 PUBLIC TRANSIT

Public transit is an integral part of the Regional Centre's transportation system. Halifax Transit buses move people to, through, and within the Regional Centre; and since 1816, ferries have provided an important link across the Halifax Harbour between Dartmouth and Downtown Halifax. Land use planning can support public transit by directing growth to where transit already exists, or advising on redirecting transit to underserved areas. The more convenient and accessible public transit becomes, the more people choose to use it, which in turn funds higher frequency and service improvements.

Hours of Travel

F a) Increase the proportion of resources allocated towards high ridership services through the expansion of midday, evening, and weekend service. *Supports Objective M3*

Priority Areas

FW I b) Prioritize transit service, including the introduction of Transit Priority Measures, in areas with higher ridership potential (the Downtowns, Centres, Corridors and Future Growth Nodes), and regularly review the level of service in these areas. *Supports Objective M3*

Harbour Connectivity

FW I c) Consider opportunities to improve mobility across the harbour. *Supports Objectives M1, M3*

Development Integration

LU FW d) Consider integrating future transit hubs, terminals and Park & Ride facilities with on-site commercial and residential development to make transit more accessible, attractive, comfortable and easy to use. *Supports Objective M1 - M3*

Accessibility

FW e) Continue to build or rehabilitate transit stops to ensure they are physically accessible, with concrete landing pads and connection to paved, accessible pathways. *Supports Objective M1*

Transit Priority Measures:

Tools that municipalities and transit agencies use to reduce delays, improve reliability and reduce the average travel time of transit vehicles. There are many different types of TPMs, and, in many cases, they are used together to create a city-wide network. Some of the most common TPMs include: traffic signal priority, queue jumps, bus lanes and transit corridors that are separated from traffic.

Transit Hub:

A transit facility that supports high frequency transit use and is integrated with multiple modes of transportation, including walking and cycling.

Physically Accessible:

Planning, design and programming that enables access by people with a variety of physical abilities.

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FW Future Work F Funding LU Land Use P Partnerships I Integration

All definitions can be found in the Glossary

2.5.4 PEDESTRIAN COMFORT & ACTIVE TRANSPORTATION

People of all ages and abilities who want to walk, or use other forms of active transportation such as cycling and skateboarding, need to feel safe and comfortable. Infrastructure such as sidewalks, bike lanes and multi-use trails need to be in place to support active transportation. Active transportation routes that are connected to destinations for recreation, school, work and shopping, make getting around without a vehicle easier. Not only can this enable people to live healthier lives, but it is also more environmentally and economically sustainable.

Pedestrian Comfort

FW a) When building or rehabilitating infrastructure, ensure that it contributes towards pedestrian comfort and safety. *Supports Objectives M1, M4*

Active Transportation

FW b) Strive to improve the comfort and convenience of active transportation options, such as on-street bicycle facilities, within the Regional Centre. *Supports Objective M1-M4*

Pedestrian Network

LU FW c) Encourage the development of a complete sidewalk network in the Regional Centre. Sidewalks wider than three metres are encouraged along each Centre's main street, when possible, and should be considered in areas of increased density and activity throughout the Regional Centre. *Supports Objective M1, M2, M3*

Main Streets:

Streets with continuous commercial activity, including office, retail, service and restaurant uses that have both local and regional draw. These streets form the backbone of Centres.

Multimodal:

Refers to facilities or trips that incorporate more than one mode of transportation.

Street Improvements

LU I d) Provide well designed and coordinated tree planting and landscaping, lighting, quality street furnishings and decorative paving as part of street improvements. This may require updates to the Municipal Design Guidelines (Red Book). *Supports Objective M1, M3*

Sharing Services

I P e) Encourage car and bike sharing opportunities. *Supports Objective M1, M2*

Local Bikeways

FW f) Support cycling for commuting and recreation purposes by ensuring that all new traffic calming projects enhance safety and improve access for cyclists. *Supports Objective M1-M3*

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All definitions can be found in the Glossary

Bicycle Parking

LU g) In addition to current practices, provide ample bicycle parking at institutions, employment areas and other prominent destinations (e.g. public libraries, markets, shopping areas, parks and community facilities) to meet the growing demand for bicycle parking.
Supports Objective M1-M3

LU h) Facilitate multimodal trips by providing secure bicycle racks and locker facilities at transit terminals. *Supports Objective M1-M3*

Speed Reductions

I i) On an individual basis, explore ways to reduce vehicle speeds on residential streets and streets near significant pedestrian destinations such as parks and playgrounds. *Supports ObjectiveM1, M4*

2.5.5 CONNECTIVITY

A connected mobility system links people and neighbourhoods with each other and with important goods, services and employment opportunities.

Regional Connectivity

I a) Strive to integrate and connect Active Transportation corridors and public transit to ensure all modes of transportation have access to regional open spaces, major Regional Centre destinations, and surrounding areas within the Halifax Regional Municipality. *Supports Objective M2*

Rail Corridors

P b) Through partnership with rail companies, landowners and other orders of government, explore options for the use of rail corridors.
Supports Objective M3

New Public Streets

LU c) Require that new streets be publicly accessible streets, and contribute to an interconnected grid system. *Supports Objectives M1-M4*

New Connections Through Larger Blocks and Sites

LU d) Ensure that larger blocks and sites are divided into smaller, walkable blocks by new publicly accessible streets and pathways.
Supports Objectives M1, M2, M4

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2.5.6 PARKING

The goal of parking management is to optimize the number of available parking spaces, not having too many or too few spaces available at any one time. This approach considers the supply and cost of parking, as well as how parking lots and structures can be best integrated within the Regional Centre through urban design and location.

Parking Location

LU a) All parking shall be located on-street, underground, integrated into structures or in the rear and side yards of properties. Driveways shall be exempt from this. *Supports Objective M5*

On-Street Parking

I b) Explore innovative strategies and approaches, such as pay-by-plate technology, to create additional parking availability on streets with high parking demand. *Supports Objective M5*

Short Stay Supply

I c) Explore increasing the number and distribution of parking metres to ensure an adequate supply of short-stay parking throughout the Regional Centre, particularly in the centres and downtowns. *Supports Objective M5*

Parking Structures

LU d) Require parking structures above grade level to be screened from public streets with active uses and/or architectural treatments that make the parking levels indistinguishable from the rest of the building facade. *Supports Objective M5*

LU e) Where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and located to minimize impacts on residential uses. *Supports Objective M5*

LU f) Parking structures shall:

i. Minimize the impact of access points on the pedestrian streetscape by keeping access widths to a minimum (consolidating with adjacent access points where possible) and using architectural or landscape treatments to minimize the visual impact of building openings and ramps, especially when viewed from public spaces.

ii. Integrate services and utilities entirely within the building.

Supports Objective M5

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Organization of Servicing and Parking Access

LU g) Promote the location and organization of vehicle parking, vehicular access, service areas and utilities to minimize their impact on the public realm. *Supports Objective M1, M4, M5*

Surface Parking Lots

LU h) The development of new surface parking lots is discouraged. *Supports Objective M5*

LU i) New stand-alone surface parking lots are not permitted, except for temporary purposes. *Supports Objective M5*

Surface Parking Lot Landscaping

LU j) Ensure that surface parking lots have landscaped edges, including trees, that define the street edge and visually screen the parking lot. *Supports Objective M5*

Pedestrian Routes in Parking Lots

LU k) Ensure that safe pedestrian routes and tree plantings are provided within surface parking lots. *Supports Objective M4, M5*

2.5.7 GOODS MOVEMENT & SERVICING

Goods Movement

The transportation of goods, usually freight, by road, rail, ship or air.

The economic health and competitiveness of the Regional Centre depends on the safe and efficient movement of goods, as well as the reliable and unobtrusive collection of garbage and recycling. Goods movement and municipal collections services should have minimal negative impact on the quality of life and commercial operations with the Regional Centre.

Collections and Deliveries

LU a) When possible, commercial deliveries, in addition to garbage and recycling collection, should be located on lanes or side streets to minimize impacts on pedestrians, on-street parking, and traffic flow. *Supports Objective M1, M4*

FW b) Encourage the implementation of off-peak commercial delivery programs in the Downtowns, Centres, and Corridors. *Supports Objective M1, M2*

Goods Movement

I c) HRM shall ensure the strategic movement of goods and freight through the Regional Centre to increase transportation efficiencies and safety, while also mitigating any negative effects to pedestrians, other transportation modes, and neighbouring residences and businesses. *Supports Objective M1, M2*

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2.6 PUBLIC SPACES & PLACES

Public spaces and places provide people with opportunities to gather, learn, relax, and take part in recreation or leisure activities which promote active, healthy lifestyles. These spaces and places enrich the urban environment and are essential for the quality of life of residents. With increased population density, it is important to provide sufficient public spaces and places for people to enjoy nature and outdoor recreation, community gatherings, and cultural offerings.

The Regional Centre has many great public spaces. This Plan builds upon the Regional Centre's strong public amenities and encourages connecting and enhancing parks and other open spaces, the trail network, and community, recreational and cultural facilities.

In the Regional Centre, it is important to create a connected green (parks, plazas, natural areas) and blue (lakes, waterways and the harbour) network of parks, trails, open spaces and complete streets to foster active living, quality of life, and cultural identity. This Plan offers guidance to ensure that the public parks and other open spaces support evolving community needs.

GOAL:

A green Regional Centre where all residents have easy access to a network of high quality community facilities, parks, trails and other open spaces.

OBJECTIVES:

P1 To develop and improve access and functionality in parks, open spaces, and community/recreation centres within the Regional Centre.

P2 To engage with residents, organizations, businesses and other stakeholders when making programming and design decisions for parks, and community/recreation centres.

P3 To expand the open space network, and improve connections to the network within the Regional Centre and the broader municipality.

P4 To improve access to public amenities, including water bodies, and shorelines.

P5 To increase the diversity of public activities accommodated within the Regional Centre's public spaces.

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POLICY DIRECTIONS

2.6.1 GENERAL

All residents within the Regional Centre should be able to easily access parks and other open spaces as well as community and recreation facilities that are safe and comfortable. As the Regional Centre population grows, it is important that access to quality public spaces and places is improved, especially in areas with higher densities.

Socio-economic Accessibility:

Planning, design, and programming that enables access by people from a variety of socio-economic backgrounds.

Crime Prevention Through Environmental Design (CPTED):

An approach to the planning and design of the built environment that aims to reduce crime and make people feel safer.

Universal Accessibility:

Design elements that make places and activities accessible to people of all ages and abilities.

Accessibility

LU a) Improve socio-economic, cultural, and physical access to parks, and community and recreational facilities. *Supports Objective P1*

Public Facilities and Amenities

I b) Regularly review and improve the facilities and amenities within parks and community facilities, in terms of socio-cultural and physical accessibility, quality of design, maintenance requirements, and user comfort. *Supports Objectives P1, P2*

I c) Increase access, in new or renovated public washrooms, to gender neutral facilities. *Supports Objective P1*

Provision of Parks in Under-Resourced Areas

F d) Prioritize park and community facilities investment in under-resourced and growing neighbourhoods and on filling in gaps by acquiring new connections at strategic points with the greatest service delivery, conservation and/or community shaping impact. *Supports Objective P1*

FW e) Base decision-making regarding design, programming and acquisition on community needs assessments and park catchment area mapping and analysis. *Supports Objective P2*

FW f) Conduct an open space and service analysis to determine the need for new parks and/or greenways in the Halifax Peninsula North area. *Supports Objective P1-P4*

Park Amenities in High Density Areas

LU g) Parks and community facilities in areas with higher residential density should have a high quality of design and functionality. *Supports Objective P1*

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All definitions can be found in the Glossary

Crime Prevention Through Environmental Design (CPTED)

LU h) Consider incorporating Crime Prevention Through Environmental Design principles in the design and redesign of parks and community facilities to make them safer and more comfortable for residents and visitors. *Supports Objective P1*

Universal Accessibility

FW I i) Improve universal and barrier free access to parks, and community and recreation facilities. *Supports Objective P1*

Permitted Uses

LU j) Permit parks, pathways and natural open spaces in all land use zones. *Supports Objectives P1, P3*

LU k) Permit urban agriculture, food distribution, and farmers markets in all land use zones, with the exception of industrial and environmentally sensitive areas. *Supports Objective P5*

Urban Agriculture:

The practice of growing, processing, and distributing food in an urban environment.

LU l) Consider permitting small-scale and pop-up commercial development within parks. This may require an update to the Commerce & Vending on Municipal Lands Bylaw. *Supports Objective P5*

2.6.2 THE OPEN SPACE NETWORK & PROGRAMMING

Opportunities to connect with the outdoors are highly valued in urban spaces. A well connected and designed open space network in the Regional Centre will allow people to immerse themselves in nature and enjoy recreational activities. These spaces can also provide stormwater management, and act as important habitat for urban and migratory wildlife.

Connection to Parks and Open Space

I a) Investigate ways to improve connections for Regional Centre residents to regional parks outside of the Regional Centre through transit and active transportation routes. *Supports Objectives P1, P3, P4*

I b) Connect Regional Centre parks and other open spaces through trails and active transportation routes that considers both recreation and mobility needs. *Supports Objectives P1, P3, P4*

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Private Open Space

LU c) Encourage new development to provide publicly accessible public space and important public pedestrian connections. *Supports Objective P1*

LU d) Ensure that publicly accessible private open spaces are connected to pedestrian routes, sidewalks, and pathways. *Supports Objective P3*

LU e) In developing a density bonusing strategy for large scale developments in the Regional Centre, permit the provision of publicly accessible open space as a direct community benefit where appropriate. *Supports Objective P1, P3*

Multi-Functional

FW LU f) Ensure that parks within the Regional Centre are flexible and support a variety of functions and will consider the following, where appropriate, when designing and redesigning parks:

- **i.** Varied recreational opportunities
- **ii.** Varied cultural and artistic opportunities
- **iii.** Ecological and natural appreciation opportunities
- **iv.** Educational opportunities
- **v.** Blend of soft and hard surfaces
- **vi.** Opportunities for a variety of demographics including families and seniors
- **vii.** The evolving needs of residents and communities

Supports Objective P1, P2, P3

Events

LU g) Permit and encourage community celebrations in parks and other open spaces, ensuring that a variety of event sizes and types can be accommodated throughout the Regional Centre while remaining respectful of adjacent uses. *Supports Objective P5*

Adaptability of Parks Over Time

FW F h) When feasible, redesign parks, and cultural facilities as funding permits, to reflect changing user needs and preferences. *Supports Objective P1*

Pocket Parks

I F i) Consider acquiring and enhancing pocket parks throughout the Regional Centre. *Supports Objective P1, P3, P4*

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Streets as Part of the Open Space Network

FW I j) Ensure that when active streets in the Downtown, Centre, and Corridor areas undergo a redesign process, they are viewed as part of the open space network by investigating and implementing design measures that create spaces to gather, play, and relax. Consider examining the following initiatives as part of this process:

- **i.** Shared streets or woonerfs
- **ii.** Enhanced corner treatments
- **iii.** Temporary installations along the street in on-street parking spots
- **iv.** Enhanced boulevard treatments
- **v.** Streets closed to vehicular traffic (permanently or intermittently)

Supports Objective P1, P3

Pocket Parks:

A small urban park.

Shared Street:

A street, also known as a woonerf, where pedestrians, cyclists, and vehicles (restricted to low speeds) share the same space.

Water Access

LU FW k) Consider shoreline and harbourfront access and trails along water routes, if appropriate. *Supports Objective P4*

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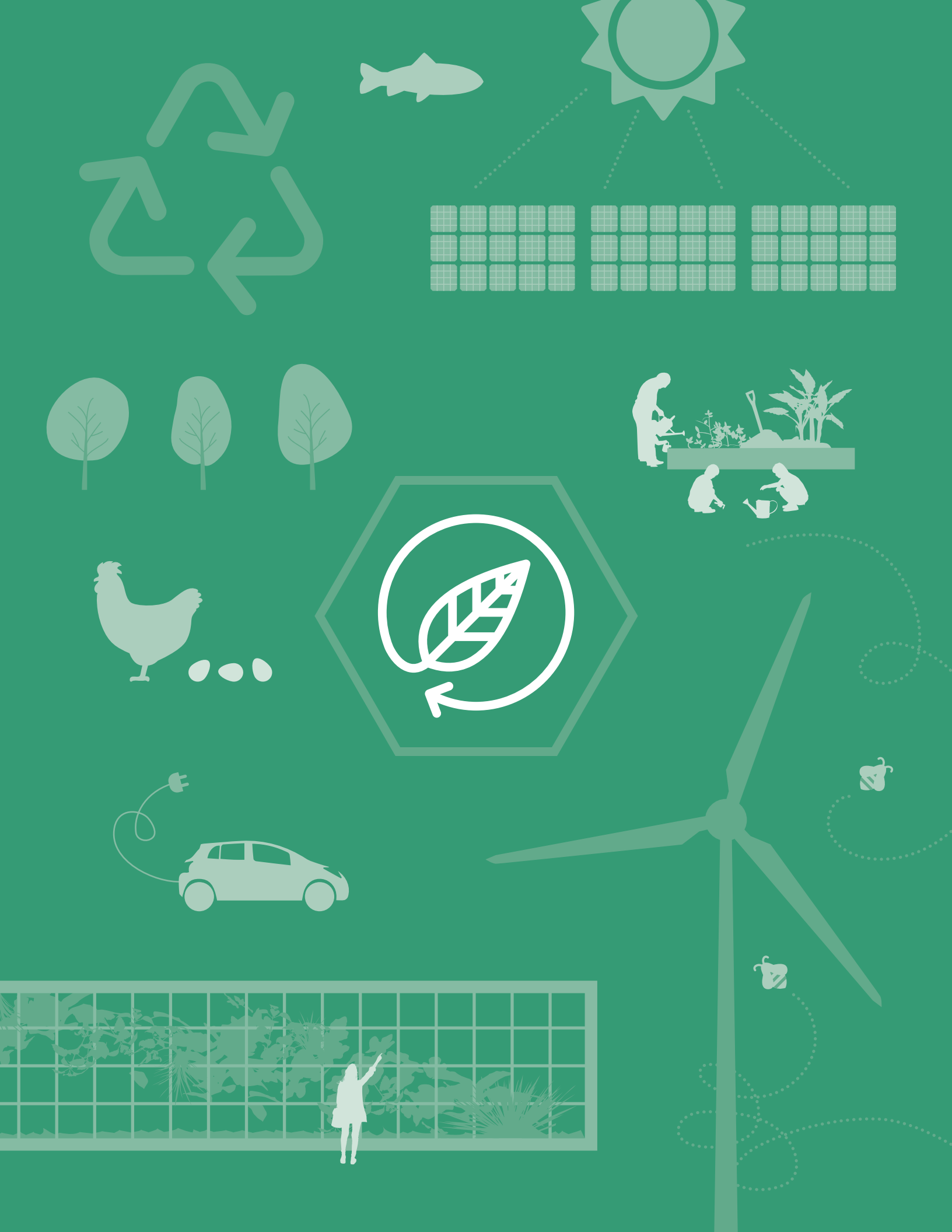

2.7 SUSTAINABILITY

The economic vitality of the Regional Centre, and the well-being of the people who work, live, or visit there, depend on a healthy natural environment. Clean air, water, soil, as well as parks and trees, attract new residents, investment, and visitors. Even in urban environments like the Regional Centre, the natural environment provides essential ecosystem services on which human settlements and a wide variety of plants and animal depend on. These services include clean air and water, waste decomposition, nutrient cycling, and carbon sequestration.

Growth in the Regional Centre needs to occur in a sustainable way to ensure the lasting health of the environment and the people who live in it. Thinking about where to grow, how to grow, and what to protect as this growth occurs is required. Regional Centre sustainability policies consider both large scale development patterns and small-scale building design features, and everything in between.

The Municipality recognizes that a particularly important component of a sustainable Regional Centre is the natural environment. The Regional Centre benefits from numerous natural assets that should be protected, and in some cases enhanced, including lakes, streams, the urban forest, and the harbour. Sustainability policies also consider less tangible but equally important components of sustainable communities, including air quality and energy usage.

Urban Forest:

Every tree within the city.

District Energy:

An energy system that generates steam, hot water, or cold water at a central facility that is then distributed to heat or cool a group of buildings within a defined area or district.

GOAL:

A resilient Regional Centre in which residents, businesses, and organizations are enabled to make sustainable choices.

OBJECTIVES:

- **S1** To improve stormwater management, water and sewer capacity, and water quality.
- **S2** To reduce the Regional Centre's overall impact on the environment through the advancement of sustainable building design, district energy, renewable energy sources, composting and recycling.
- **S3** To increase tree canopy coverage within the Regional Centre.
- **S4** To support food security by increasing opportunities for urban food production and harvesting.
- **S4** To support biodiversity through the conservation and restoration of natural areas, and through landscape and building design.

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All definitions can be found in the Glossary

POLICY DIRECTIONS

2.7.1 GENERAL

To minimize the Regional Centre's collective impacts on the natural environment, sustainable development practices need to be in place that combine the creation of walkable complete communities with high performance infrastructure and green buildings, while minimizing development effects on natural areas. Individual projects can have a real positive impact on the local ecosystem when grouped together. For example, when green roofs are clustered together they can support pollinating species leading to an increase in biodiversity.

Service Dependent Growth

LU a) Consider only approving residential development when there is adequate existing or presently budgeted services and infrastructure in place. *Supports Objective S1*

Infrastructure Investment to Promote Housing Investment

F b) Adequately fund and finance improvements in infrastructure, including utilities, sidewalks, lighting, roads, street trees and other landscaping, and, where the possibility exists, upgrade entire or large portions of neighbourhood infrastructure to facilitate growth in strategic areas. *Supports Objective S1, S2*

Green Roofs

Green Roof:
The roof of a building that is covered or partially covered by vegetation.

LU c) Require the inclusion of green roofs on all moderate height and tall buildings with flat roofs to manage stormwater and improve air quality. *Supports Objective S1, S2*

LU d) Promote the planting of native grasses and other plant species on green roofs whenever possible. *Supports Objective S1, S2*

Green Condominium and Apartment Program

FW e) Consider launching a Green Condominium and Apartment Program, that meets or exceeds the national energy code, whether adopted by the current building code, to examine opportunities to renovate and retrofit existing buildings to reduce their energy use and greenhouse gas emissions. *Supports Objective S2*

Food Security

P f) Seek opportunities to promote and improve food security throughout the Regional Centre. *Supports Objective S4*

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All definitions can be found in the Glossary

P g) Encourage the expansion of the mobile food markets to areas of the Regional Centre under-served by affordable grocery stores and markets. *Supports Objective S4*

2.7.2 WATER

The Regional Centre has an extensive marine shoreline; and its rivers, creeks, lakes, and wetlands are the visible components of a complex hydrological system. This system also includes springs, subterranean streams, and groundwater. Development and urban growth changes the natural flow of water. It also increases runoff from precipitation, reduces groundwater recharge, raises water temperatures, and increases water pollution and acidity.

Aside from recreational, aesthetic, and economic importance, water is an essential human need that must be conserved and protected as the Regional Centre and HRM continue to grow.

Water and Sewer Capacity

LU a) Require developers to undertake and/or fund a study to determine needed infrastructure upgrades when a proposed development exceeds existing water and sewer capacity. *Supports Objective S1*

Low Impact Development:

Low Impact Development (LID) practices minimize stormwater water runoff at its source, mimicking natural hydrological processes, through site planning and physical installations. LID can improve water quality in terms of pollutant removal, reduced nutrient loading through the use of plants, and distribute stormwater through natural features. LID installations most frequently include grassy swales (bioswales), which can include pipe filter drains, curbs with cutouts, or infiltration trenches and pits.

Stormwater Management

LU b) Require all new moderate height and tall development applications to include a stormwater management plan. *Supports Objective S1*

I c) Require the inclusion of Low Impact Development technologies (LID) for stormwater management on capital projects, and through incentives on private land. *Supports Objective S1*

LU d) Use trees to decrease stormwater in highly impervious areas, with priority given to conifers. *Supports Objective S1, S3*

Naturalizing Watercourses

LU e) Encourage the use of naturalizing or daylighting watercourses as a Low Impact Development initiative whenever possible. *Supports Objective S1, S5*

Lake Water Quality

FW F f) Monitor water quality in all lakes and develop recommendations to maintain water quality, recreational opportunities, and aquatic habitat. *Supports Objective S1, S5*

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Sea Level Rise

LU g) Ensure that future development in areas that are at high risk of inundation due to projected sea-level rise and extreme water level scenarios, considers and incorporates measures to mitigate the effects of sea level rise and storm surge events. *Supports Objective S1*

2.7.3 WASTE

Waste management practices, and diverting waste away from landfills through recycling and other programs, can create a healthier and more environmentally sustainable Regional Centre.

Recycling Receptacles

I a) Encourage recycling by integrating recycling receptacles with garbage receptacles as part of the Municipal Service Standards (Red Book) throughout the Regional Centre. *Supports Objective S2*

Source Separation Inside Multi-Residential and Mixed-Use Development

LU b) Require all residential multi-unit buildings and residential mixed-use development to make accommodations for recycling and composting. *Supports Objective S2*

2.7.4 ENERGY

The impact of fossil fuel use on the environment is well known; climate change, air and water pollution are all a result from our dependence on nonrenewable energy sources. Yet people rely on energy to feed themselves, heat and cool their homes, move people and goods, and run the economy. Putting in place sustainable energy strategies that reduce the Regional Centre's dependence on nonrenewable energy will go a long way in creating healthier environments not only for native flora and fauna, but people as well.

District Energy

I a) Consider the creation of a district energy facility in areas of high growth and density, such as Downtowns, Centres, or Future Growth Nodes. *Supports Objective S2*

I b) When located within a district energy zone, new development should hook-up to the district energy system. *Supports Objective S2*

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Leadership in Energy and Environmental Design (LEED):

A widely recognized sustainability certification program for buildings and communities that measures performance based on environmental sustainability.

District Cooling

P c) Consider working with utilities to accommodate deep sea water cooling. *Supports Objective S2*

Waste Energy Capture

I d) Identify opportunities to capture and redistribute waste energy, and encourage combined heat and power systems. *Supports Objective S2*

Building Certification

FW e) Consider designing and building all new municipal facilities within the Regional Centre to show leadership in sustainable building design, and at a minimum achieve a LEED silver certification, or an equivalent level in a similar certification system. *Supports Objective S2*

FW f) HRM should create a sustainable design and construction information checklist for new residential and commercial development. *Supports Objective S2*

Solar Energy

F g) HRM shall consider incentives for, and incorporate solar energy technologies throughout the Regional Centre. *Supports Objective S2*

Solar Panel Exemptions

LU h) HRM shall exempt solar panels from building height requirements and rooftop mechanical coverage. *Supports Objective S2*

Wind Energy

LU i) Enable the development of small-scale wind energy production while safeguarding the public from related impacts through maintaining a clear area around wind turbines. *Supports Objective S2*

Electric Vehicle Charging Stations

LU j) Permit electric charging stations in conjunction with auto-related infrastructure, including parking lots, service stations and parking areas of multi-unit buildings. *Supports ObjectiveS2*

LU k) In the event parking stalls are provided, twenty per cent of resident parking stalls in every new multi-unit residential building must include infrastructure for charging vehicles. *Supports Objective S2*

LU l) Within parking lots, encourage the installation of electric charging stations, and solar photovoltaic canopies to provide a clean source of electricity. *Supports Objective S2*

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All definitions can be found in the Glossary

2.7.5 LAND

Land within the Regional Centre can be used more sustainably by supporting urban agriculture for local food production, removing greenhouse gasses through street trees, and conserving environmentally sensitive areas. Access for urban dwellers to natural environments for health, leisure, and recreation purposes, becomes increasingly important as urban areas become denser.

Sustainable Urban Forest Management:

The management of the urban forest to maximize benefits to people without compromising the health and condition of the forest.

Tree Planting

I LU a) Continue tree retention, planting, and maintenance programs to achieve tree canopy targets as determined within the Urban Forest Master Plan to ensure that the Regional Centre benefits from sustainable urban forest management; including:

i. An average of 40% canopy cover in HRM parks and other open spaces
ii. An average of 80% canopy cover in HRM-owned riparian buffers

Supports Objective S3

Land Conservation

I b) Work to preserve or restore environmentally sensitive areas, physically unique areas, habitat protection for species at risk, and important ecological systems. *Supports Objectives S3, S5*

Urban Agriculture

LU c) Permit domestic fowl and bees in all zones as accessory uses with policies to ensure off-site nuisances are avoided and that these activities are appropriately scaled. *Supports Objective S4*

LU d) Permit community gardening in all zones, with the exception of industrial lands or contaminated sites. *Supports Objective S4*

LU e) Permit greenhouses in all zones with restrictions on height and scale to ensure compatibility with surrounding uses. *Supports Objective S4*

LU f) Consider using edible landscaping, including fruit, nut, and berry trees, throughout the Regional Centre on both private and public land. *Supports Objective S4*

P g) Support the harvesting of edible landscapes on public land by community groups and organizations. *Supports Objective S4*

LU h) Permit food-related activities such as production, processing, storing, retailing and others in all zones at an appropriate scale with surrounding uses. *Supports Objective S4*

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All definitions can be found in the Glossary

Sustainable Parking Lot Design

LU I i) Promote the retrofit and refurbishment of surface parking lots to incorporate Low Impact Development parking lot features such as trees, high quality soil, enhanced pedestrian and cycling infrastructure, on-site stormwater management, and generous landscaped areas. *Supports Objectives S1-S3*

Brownfield Redevelopment

LU j) Encourage brownfield site redevelopment, promoting environmental testing, remediation, and appropriate interim uses. *Supports Objective S5*

Brownfield Sites:

Properties which had contained industrial or commercial uses, which have been abandoned, or are underused and in decline. Brownfields are sometimes characterized by derelict buildings, contamination resulting from previous industrial uses, or undesirable activity occurring on or near the sites.

Environmentally Sustainable Features

LU I k) Consider incorporating environmentally sustainable features such as rain gardens, bioswales and other Low Impact Development innovations into parks and other open spaces. *Supports Objective S1*

Rain Gardens:

Landscaped areas planted with wild flowers and other native vegetation that soak up rainwater, often from roofs. The rain garden fills with a few centimeters of water after a storm and the water slowly filters into the ground rather than running off to a storm drain.

Bioswales:

Bioswales are gently sloped channels lined with vegetation that are designed to slow, store, drain, and filter stormwater.

2.7.6 BIODIVERSITY

Global biodiversity is at risk as more species around the world become threatened or extinct from climate change and human activity. Even locally, a reduction in biodiversity reduces the productivity of ecosystems which makes plants and animals more susceptible to natural disasters, pollution, and climate change. Biodiversity and ecosystems need to be valued and managed as a part of the Regional Centre's land base and infrastructure.

Natural Areas Restoration

I a) Identify opportunities for habitat and natural areas conservation and restoration within the Regional Centre. *Supports Objective S2, S5*

I b) Identify opportunities for creating ecological connectivity with natural areas beyond the Regional Centre. *Supports Objective S5*

I c) Allow spaces to remain fallow in order to support native wildflower and pollinator populations. *Supports Objective S5*

Small-Scale Natural Areas

LU I d) Incorporate small natural areas and features such as pollinator meadows, butterfly gardens, constructed wetlands, and bird habitats in parks and other municipally owned lands. *Supports Objective S5*

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Native Species

LU e) Prioritize native species or non-aggressive naturalized species through tree and landscaping requirements on public and private land.

Supports Objective S2, S5

Bird-Friendly Design

LU f) To prevent bird collisions, require new multi-unit commercial, residential, and mixed developments to incorporate bird-friendly design measures for the portion of the building or structure under twelve metres. These measures can include:

i. Visual markers, patterns, or film on glass
ii. Non-reflective glass
iii. Angled glass panes
iv. Internal screens
v. Fenestration patterns
vi. Decorative grilles and louvres
vii. Awnings, overhangs, or sunshades

Supports Objective S5

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3 URBAN STRUCTURE

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3.1 URBAN STRUCTURE

Planning for growth and development within the Regional Centre requires a review of the existing urban structure, a vision of how and where the Regional Centre should grow, an understanding of what we need to protect, and policy direction on how to implement this vision. The Centre Plan puts forth this vision through the urban structure.

'Urban structure' refers to the arrangement of physical elements – like buildings, streets, public spaces, trees, and street furniture – as well as the size, shape and design of these elements in the urban environment of the Regional Centre. The urban structure takes into account existing development and land uses, but also incorporates future growth objectives.

The urban structure consists of various neighbourhoods and areas within the Regional Centre grouped under different classifications. These classifications are:

DOWNTOWNS
CENTRES
CORRIDORS
FUTURE GROWTH NODES
ESTABLISHED RESIDENTIAL AREAS
HIGHER ORDER RESIDENTIAL AREAS
INTENSIVE EMPLOYMENT AREAS
INSTITUTIONAL EMPLOYMENT AREAS
SMALL SCALE INSTITUTIONAL AREAS
PARKS AND PUBLIC SPACES

These classifications are differentiated based on the characteristics of the overall built form, intended uses, and capacity for future growth within the areas they cover. Each classification has its own pattern of development and intended level of intensity.

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The urban structure recognizes that each area across the Regional Centre is unique with its own capacity for future development, and that growth and change should be accommodated in ways that are sensitive to the local context.

This urban structure lays the groundwork for land use policies within the Regional Centre, and directs where the Municipality should make future long-term investments.

The Urban Structure Map (see *Figure 6*) illustrates which areas have been grouped under the distinct urban structure classifications. The Urban Structure Map should be adopted to reflect the proposed degree of change and level of development within the Regional Centre.

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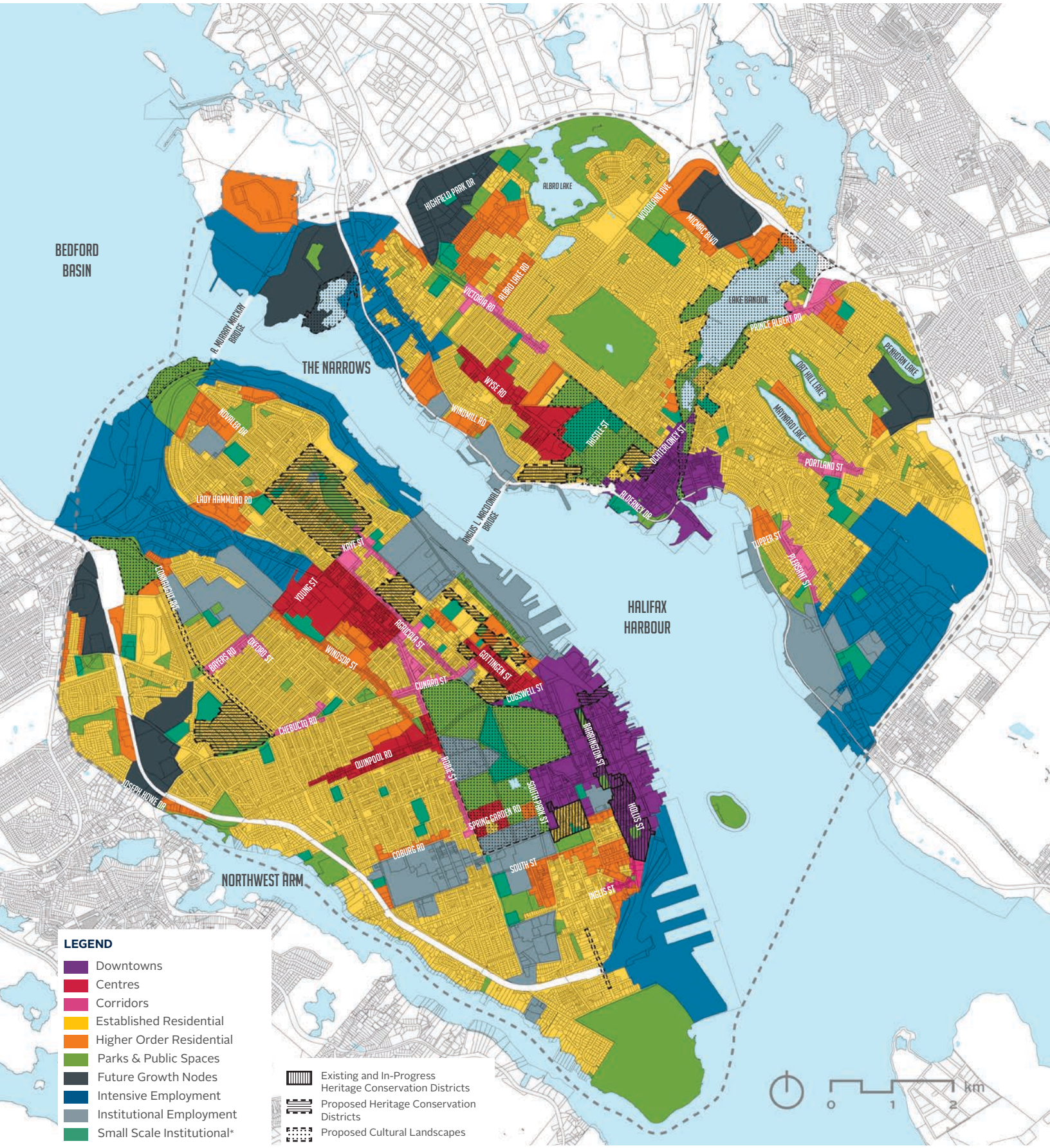
Figure 6: Urban Structure Map



* HRM-Owned Institutions: Schools, Libraries, Fire Stations, Police Stations, Recreational and Community Facilities

URBAN
OUTFITTERS
N OUTFITTERS
175
OFFICE LEASING

3.2 DOWNTOWNS

Moderate Height Building:

A building which is four to six storeys high.

Tall Building:

A building which is seven or more storeys high.

The downtowns can accommodate higher densities in moderate height and tall buildings because of their existing built form and the presence of similar buildings. Higher densities are also appropriate because of the downtowns' function as primary employment and cultural centres for the broader region.

OBJECTIVES:

D1 To maintain and promote compact, intensified, and walkable downtowns.

D2 To accommodate residential redevelopment and commercial uses.

D3 To create a safe and comfortable public realm for all ages and abilities.

D4 To maintain distinctive downtowns by preserving and reinforcing the elements that impart a sense of history, culture, and a unique natural setting.

D5 To ensure visual appeal and inspiring qualities to the design, improvement and construction of streets, open spaces and buildings.

D6 To strengthen the visual and physical connections between historical and natural assets, civic and open space destinations, and neighbourhoods.

D7 To create a vibrant downtown through a broad mix of land uses, supporting infrastructure, and necessary critical mass.

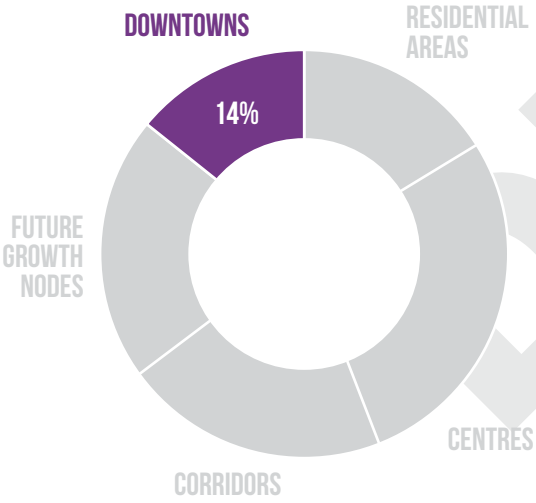


Figure 7: Growth in Downtowns

The Plan proposes that the Downtowns can accommodate 14% of new Regional Centre residents.

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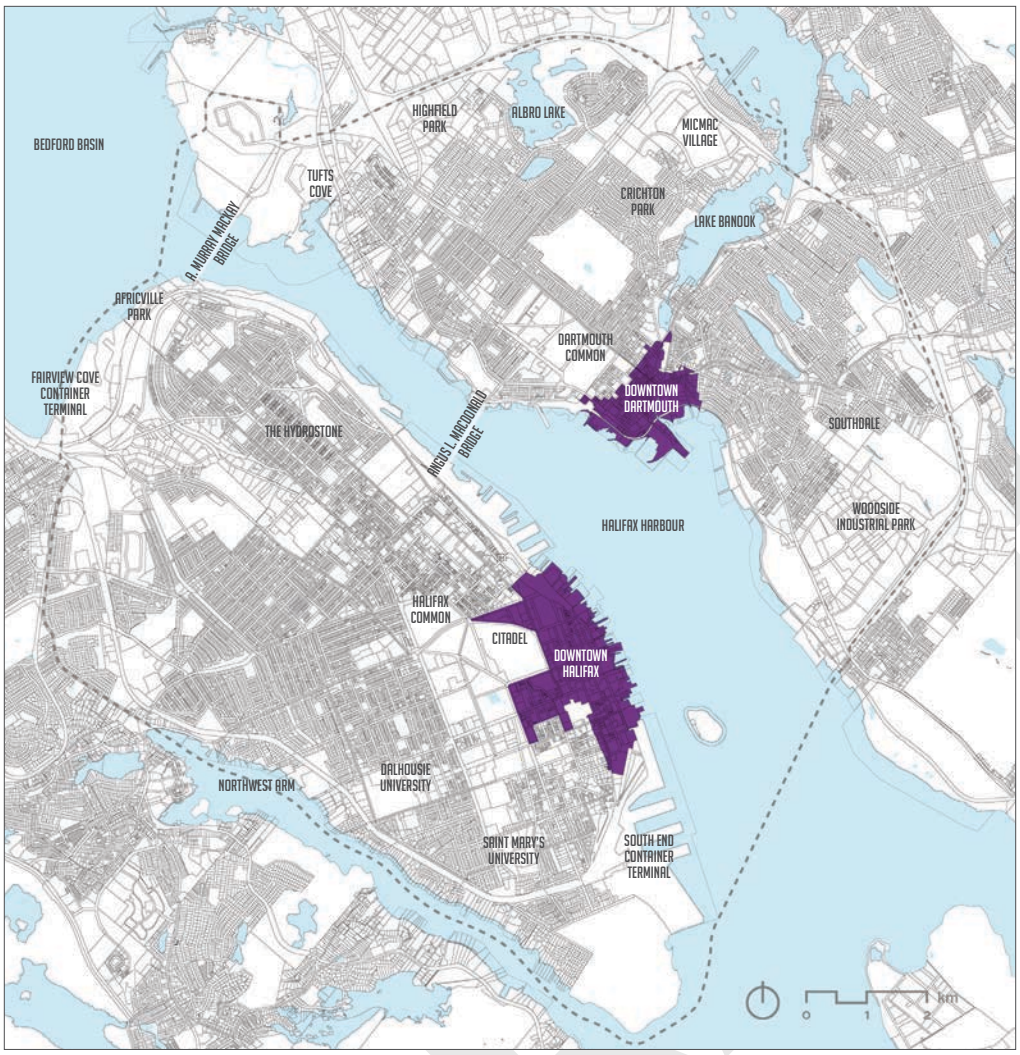

Figure 8: Downtowns

Locations of Downtowns within the Regional Centre

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3.3 CENTRES

The Regional Plan sets out a vision for the Regional Centre that includes mixed-use diverse neighbourhoods that support transit and active transportation. With this in mind, the Centre Plan focuses a significant proportion of growth on vacant and underutilized land along major streets to create walkable and complete communities. These areas identified for targeted growth are classified as Centres. The Centre's boundaries are focused around main streets, and in some cases include intersecting streets and adjacent blocks that have an existing concentration of people and jobs.

The five areas within the Regional Centre designated as Centres are: **GOTTINGEN**, **QUINPOOL**, **SPRING GARDEN**, **WYSE**, and **YOUNG**.

These five Centres are appropriate for more growth because they have existing commercial activity including retail, restaurants, and offices, and include varying degrees of residential density. All have above average transit service and land available to accommodate growth. To achieve a concentration of people, jobs, and services, medium to high density development is appropriate for these areas. They have the ability to become complete communities with excellent transit accessibility, where pedestrians and cyclists feel safe and comfortable.

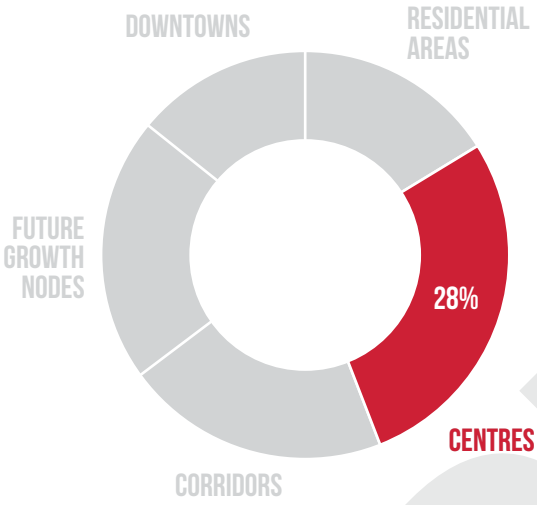

Figure 9: Growth in Centres

The Centre Plan envisions the Centres playing an important role in managing growth within the Regional Centre. The Plan proposes that the Centres can accommodate 28% of new Regional Centre residents.

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OBJECTIVES:

CE1 To encourage mixed-use main streets that demonstrate high quality building and streetscaping standards, and prioritize pedestrian comfort.

CE2 To accommodate new residents and jobs through moderate height and tall buildings that transition appropriately to adjacent lower building forms and public spaces.

CE3 To accommodate residential, commercial, and mixed-use development where appropriate.

CE4 To create a safe and comfortable public realm for people of all ages and abilities.

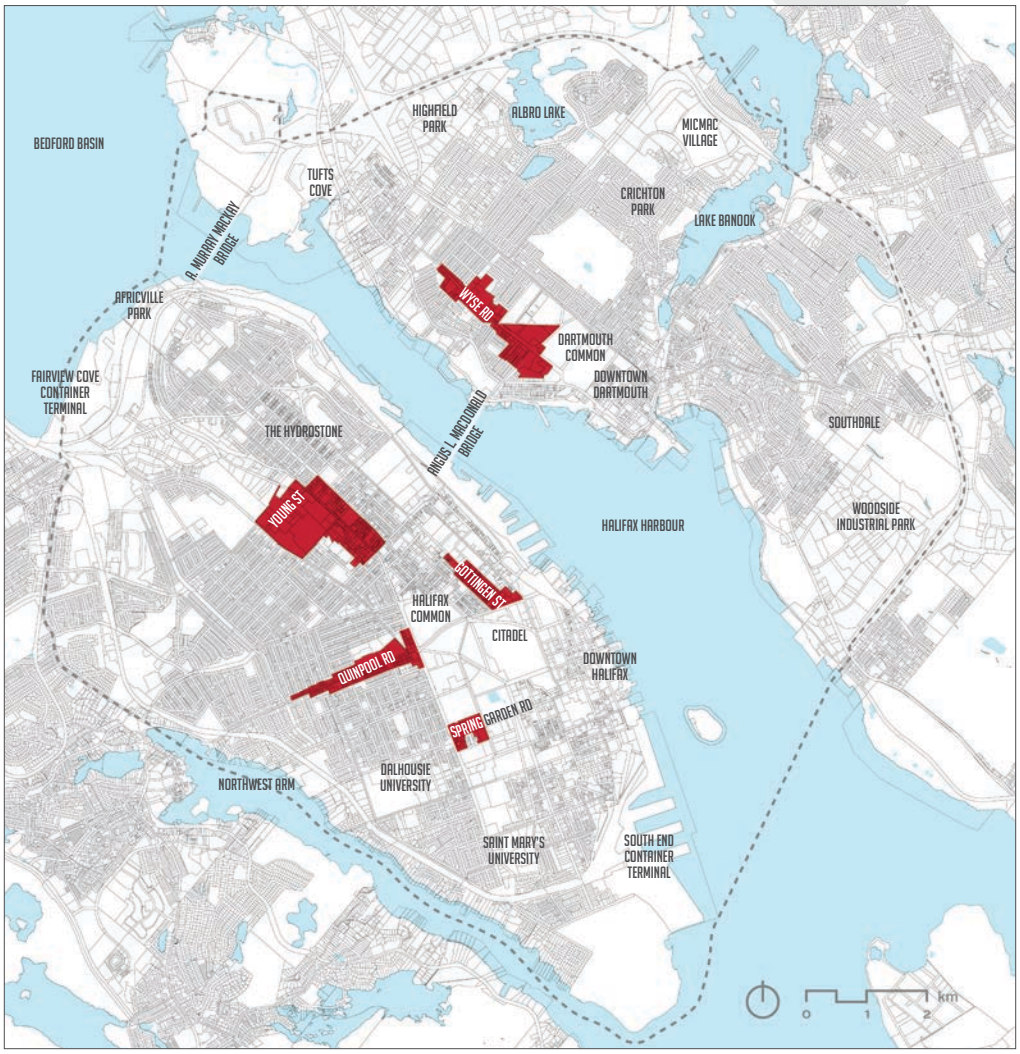

Figure 10: Centres

Locations of Centres within the Regional Centre

POLICY DIRECTIONS

3.3.1 LAND USE

Development Proposals

LU a) Development proposals within Centres shall include the following:

- **i.** Ground floor uses that are active and oriented to serve pedestrians along existing commercial and main streets
- **ii.** A mix of uses that support pedestrian traffic
- **iii.** The land use patterns of the nearby areas extended, or logically completed, to support integrated mobility to and through Centres

Supports Objective CE1, C3, C4

LU b) When required, multi-site and large site redevelopment proposals in Centres shall plan for:

- **i.** Buildings and parks that provide a focal point or anchor for key areas or intersections
- **ii.** Neighbourhood gathering and activity places
- **iii.** Integration with the public street grid and active transportation connections
- **iv.** Proximity of mix of uses and employment to transit

Supports Objective CE1, CE4

Young Street Superblock

LU P c) Through a collaborative process with landowners and the public, HRM should develop a master plan that determines the location, design, and implementation of mobility connections through the superblock bound by Almon St., Robie St., Young St., and Windsor St. (*see Figure 12*). The master plan should:

- **i.** Identify a minimum of four mobility connections through the site, two from Almon St. to Young St., and two from Robie St. to Windsor St.
- **ii.** Develop an implementation plan that outlines the land acquisition process for transportation right-of-ways

Supports Objective CE4

Main Streets

LU d) Buildings with active uses at grade shall be encouraged on main streets as identified in the Centre profiles maps (see *Figures 11-15*).

Supports Objective CE1

LU e) Ground floor commercial uses are preferred on properties that front on main streets as identified in the Centre profiles maps (see *Figures 11-15*)

Supports Objective CE1

FW Future Work F Funding LU Land Use P Partnerships I Integration

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Residential Uses

LU f) Encourage a variety of residential forms within the Centres, including:

i. Multi-unit apartment style buildings
ii. Semi-detached dwellings
iii. Townhouses
iv. Duplexes/Triplexes

Supports Objective CE2

LU g) Where residential units are provided at grade level, all units that front a public sidewalk or publicly accessible private sidewalk must have individual, primary entrances to and from that sidewalk.

Supports Objective CE4

Commercial Uses

LU h) Office, retail, service, restaurant, cultural and entertainment uses that serve as both local and regional draws are encouraged throughout the Centres.

Supports Objectives CE1-CE3

LU i) Drive-through facilities are not permitted within the Centres.

Supports Objectives CE1, CE4

LU j) Automotive uses shall be discouraged, other than fully-enclosed retail and accessory service, such as a vehicle showrooms. Any future automotive uses should meet the built form requirements. *Supports Objectives CE1, CE4*

Private Outdoor Amenity Space

LU k) For multi-unit developments, all new residential units shall be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development.

Supports Objective CE3

3.3.2 BUILT FORM

Regional Centre Character

LU a) When approving new developments, consider how the development contributes to the character of the Centre it is being proposed in.

Refer to Centre Profiles on page 99-109.

Supports Objective CE2

Floor Area Ratio (FAR):

The gross area of all floors in a building, measured from the inside face of external walls, divided by the site area.

Floor Area Ratio

LU b) Control the density of new developments through maximum building envelope and Floor Area Ratio (FAR). *Supports Objective CE2*

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All definitions can be found in the Glossary

LU c) Measure density by FAR. *Supports Objective CE2*

LU d) FAR shall be determined in the development of regulations, using the Centre Profile maps (see *Figures 11- 15*). *Supports Objective CE2*

Density Bonusing

LU e) Develop a Density Bonusing program in the Centres offering bonus height as an incentive for specific public benefits in excess of the minimum development requirements. *Supports Objectives CE2, CE3*

LU f) Create two building height regimes; a lower, pre-bonus height which may be achieved without the contribution of certain public benefits, and a post-bonus height where public benefits in excess of the minimum development requirements are achieved. *Supports Objectives CE1, CE3*

LU g) Consider a variety of public benefits when assessing site plan approval applications seeking a height bonus in exchange for the provision of public benefit, in accordance with the bonus zoning provisions of the Halifax Regional Municipality Charter. Establish provisions in the Land Use By-law to guide negotiations of appropriate public benefits which must include affordable housing and may include:

i. Publicly accessible private open space
ii. Community and cultural space
iii. Public art
iv. Cash-in-lieu where none of the above are appropriate

Supports Objectives CE1, CE4

Multi-Unit Residential

LU h) Where development abuts, or contains a publicly accessible sidewalk or pathway, at-grade residential units shall achieve visual privacy for residential units from any sidewalk. *Supports Objective CE3*

LU i) Within a new moderate height and tall multi-unit residential, commercial, or mixed-use building, all recycling, composting, and garbage storage facilities shall be located entirely within the building. *Supports Objective CE2*

LU j) In all other multi-unit residential, commercial, and mixed-use building forms, all recycling, composting and garbage storage facilities shall be screened from adjacent properties and the public realm. *Supports Objective CE2*

LU k) Prohibit non-transparent privacy fences or walls that detract from the public realm. *Supports Objective CE4*

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Commercial Ground Floor

LU l) Encourage new multi-unit development be built in a way that enables the transition from residential uses to commercial uses on the ground floor to allow for flexibility in use overtime. *Supports Objective CE1-CE3*

Public Realm Enhancement

LU m) Where buildings are set back from the street, their setbacks shall be designed in a way that supports walkability and the pedestrian environment by increasing space for pedestrians and active uses. *Supports Objective CE4*

Forecourt:

An architectural term for the open area, often privately owned, in front of a building's entrance.

LU n) For development that is set back from the street through the use of a forecourt, patio or other publicly accessible extension of the pedestrian space, the extension of space must incorporate materials and a design that creates an uninterrupted interface with the public realm. *Supports Objective CE4*

LU o) To minimize negative impacts on pedestrians and the public realm, the Land Use By-law shall restrict the number of driveway accesses per lot on public streets. *Supports Objective CE4*

Building Massing

LU p) To reduce the massing impacts of tall buildings, the Gross Floor Area of each storey above a building's podium shall be restricted to 750m^2. *Supports Objective CE4*

LU q) Require tall buildings to setback above their podium to promote human scaled design. *Supports Objectives CE4*

LU r) Require a minimum tower separation distance of 25m, above a building's podium, to provide for sky views and privacy between towers. *Supports Objective CE2*

LU s) Ensure tall buildings respect the height of the surrounding context by stepping down towards the adjacent existing or future built form, as identified within the Urban Structure Map. *Supports Objectives CE2*

3.3.3 MOBILITY

Parking Requirements

LU a) HRM shall allow, but not require, private on-site parking in support of new multi-unit residential and commercial developments in the Centres. *Supports Objective CE1-CE3*

FW Future Work F Funding LU Land Use P Partnerships I Integration

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All definitions can be found in the Glossary

CENTRE PROFILES

Since the Centres will accommodate significant growth to create active local and regional destinations, they were studied individually to understand their growth capacity, character, and surrounding context. The overall intent of the Centre policies is to direct growth and development within the Centres to create and enhance walkable mixed-use neighbourhoods. Each Centre, however, has its own distinct character, based on a balance of existing conditions and opportunities for growth, that should be taken into consideration, and complimented when planning new development. The following pages illustrate specific guidance tailored to each Centre's character.

Each Centre map shows the distribution of different height ranges, main streets, and important connections to provide customized direction to guide the development and enhancement of each of these areas. Main streets, identified in yellow on each Centre map, are streets with existing, or potential, commercial mixed-use activity. The streets will likely see increases in pedestrian activity as more growth is directed to Centres, and should be prioritized for investments in street furniture, street trees, and other public realm improvements.

Key connections, shown as grey dotted arrows on each map, represent approximate locations where new mobility connections through large blocks would improve walkability and reinstate the street grid pattern. Ideally, these would be public streets, but also could be shared streets, or pathways.

Height ranges are shown on the maps to demonstrate the form of development that could be supported within each Centre.

The height ranges shown reflect the following information:

- Appropriate transitions to the neighbouring context, especially the low scale established residential uses
- Market interest and development activity in these areas
- Public feedback and insight garnered through the Centre Plan process

It is important to note that each of these heights must be read in concert with the Theme Area urban design, and Centre policy directions contained in this document to ensure that new development transitions appropriately to its surrounding context.

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CENTRE PROFILE: GOTTINGEN STREET

Total Area: 11.7 ha / 0.12 km²

This Centre includes Gottingen Street from Cogswell Street to Buddy Daye Street, as well as larger parcels of land northwest of the Cogswell Interchange. Historically, the commercial and entertainment heart of Halifax's North End, Gottingen Street today contains a wide variety of buildings ranging from one to eight storeys with residential, commercial, office, cultural, service and entertainment uses. Gottingen Street is flanked by diverse and rapidly changing residential neighbourhoods that contain a number of heritage properties. The Gottingen Street Centre is well served by transit, is a short walk from Downtown Halifax and the future redevelopment of the Cogswell Interchange, and has once again become one of the main commercial streets on the Halifax Peninsula.

In recent years, there has been a renewed interest in this eclectic Centre, with several redevelopment projects, development of new cultural venues as well as new retail and multi-unit residential buildings. Gottingen Street can accommodate additional growth on vacant or underutilized properties that include surface parking lots. This growth should respect the evolved historic character of the area and contribute towards Gottingen Street as an inclusive and diverse urban village and mixed-use commercial street.

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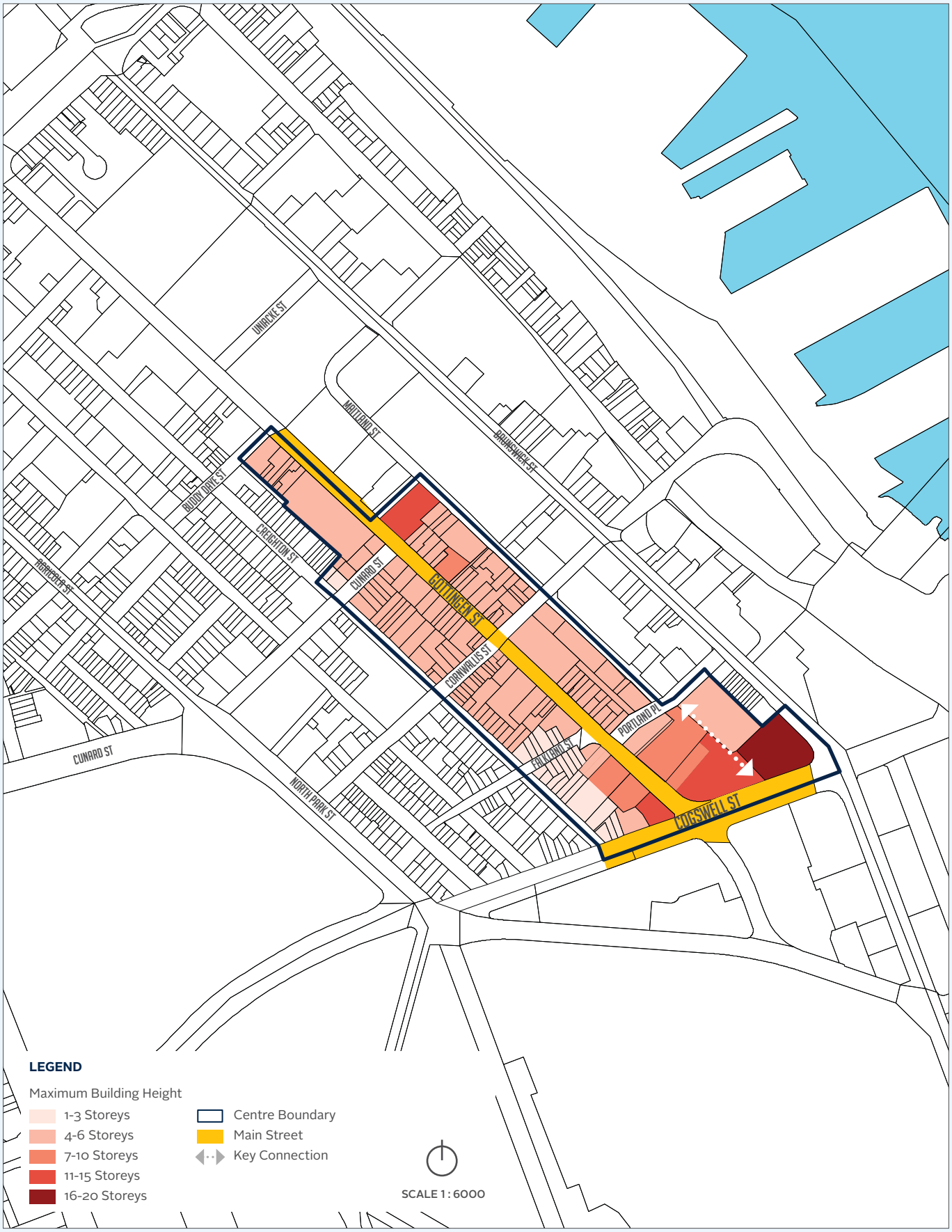
Figure 11: Gottingen Street Centre



CENTRE PROFILE: YOUNG STREET

Total Area: 46.3 ha / 0.46 km²

The largest in area of the five Centres, the Young Street Centre includes blocks that border Young Street and Robie Street. This Centre has capacity for growth due to a number of large blocks, and underutilized or single owner properties. Currently this Centre has a broad range of building types including large warehouses, big box retail stores, one to three storey houses, and larger multi-unit residential buildings. The Centre is adjacent to the Halifax Forum, an important North End landmark. Built in 1927, on the site of the former Provincial Exhibition Building, the Forum has become a meeting place for sports, entertainment,
and recreation.

This area is already starting to see redevelopment with multi-unit residential buildings under construction or recently completed, with more likely to be built. As new development brings additional residents, a priority for this Centre is to create a more pedestrian-friendly environment by reintroducing a formalized block pattern and improving walkability through new and expanded mobility connections.

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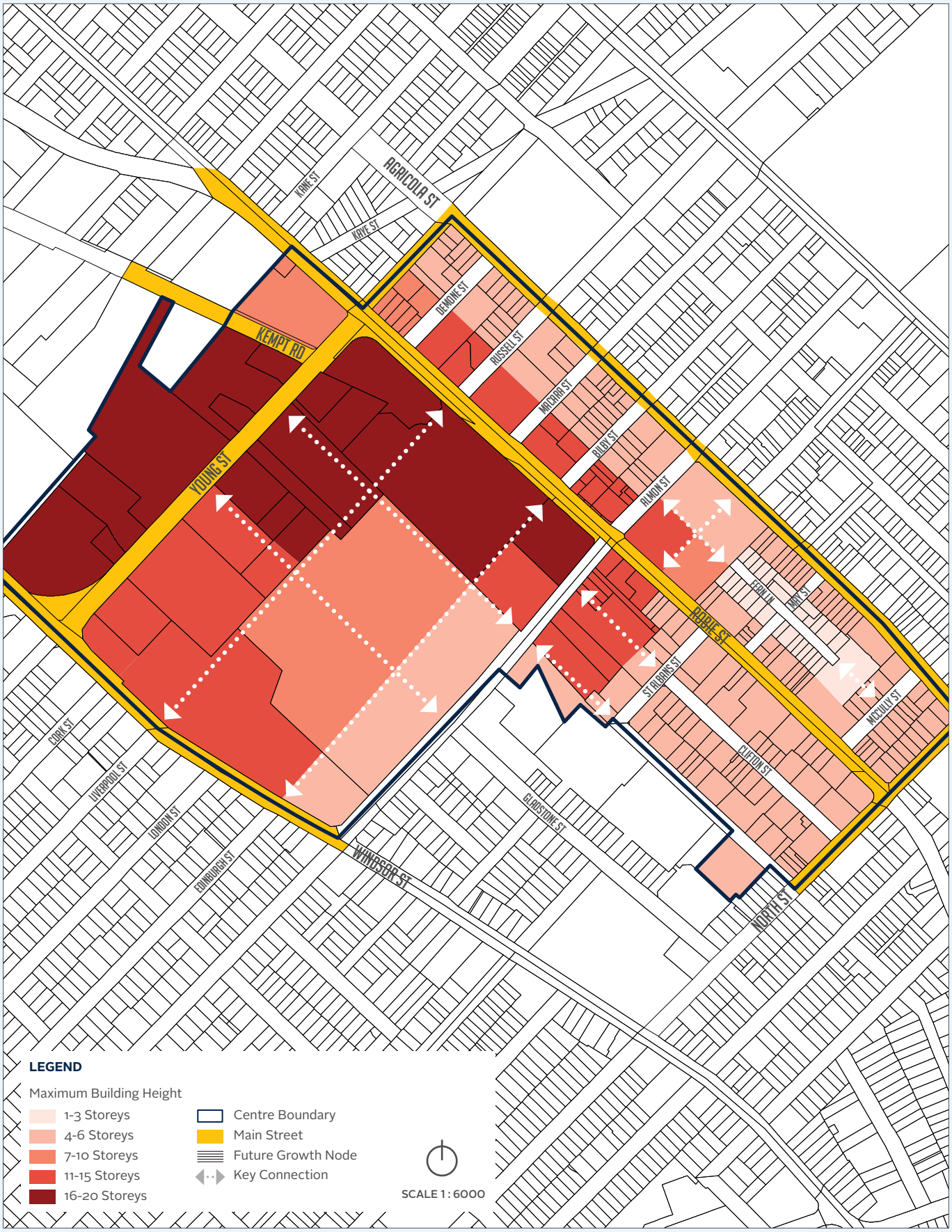
Figure 12: Young Street Centre



CENTRE PROFILE: SPRING GARDEN ROAD

Total Area: 6.15 ha / 0.07 km²

Spring Garden Road is the smallest of the five Centres, running along Spring Garden Road from Robie Street to Cathedral Lane. The area is characterized by apartment buildings set back from the street, and 2-3 storey single detached buildings with residential and commercial uses. A number of heritage properties along Carlton Street are not included in the Centre.

The Centre is adjacent to two historical open spaces, the Halifax Public Gardens and Camp Hill Cemetery, and in close proximity to Dalhousie University, Victoria General Hospital, and IWK Health Centre.

When situated appropriately, additional moderate and tall infill buildings can be accommodated that are in keeping with the apartment style character of this Centre. Redevelopment along Spring Garden Road should also include at-grade commercial storefronts to draw additional pedestrian activity and active uses into the Centre.

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Figure 13: Spring Garden Road Centre

CENTRE PROFILE: QUINPOOL ROAD

Total Area: 19.8 ha / 0.20 km²

Quinpool Road, from Robie Street and the Halifax Common in the east, to Beech Street and Poplar Street in the west, has been included as a Centre. The heart of the Regional Centre's West End neighbourhood, Quinpool Rd. includes an eclectic variety of local businesses, including many popular restaurants. The scale of buildings along Quinpool Rd. transitions from taller buildings at the eastern end to low buildings in the more residentially focused western end.

Development along Quinpool Road, as with all the other Centres, must transition appropriately to surrounding established residential areas. Creating mobility connections through larger blocks, improving access to parks, and supporting local businesses through increased foot traffic are all priorities for this Centre.

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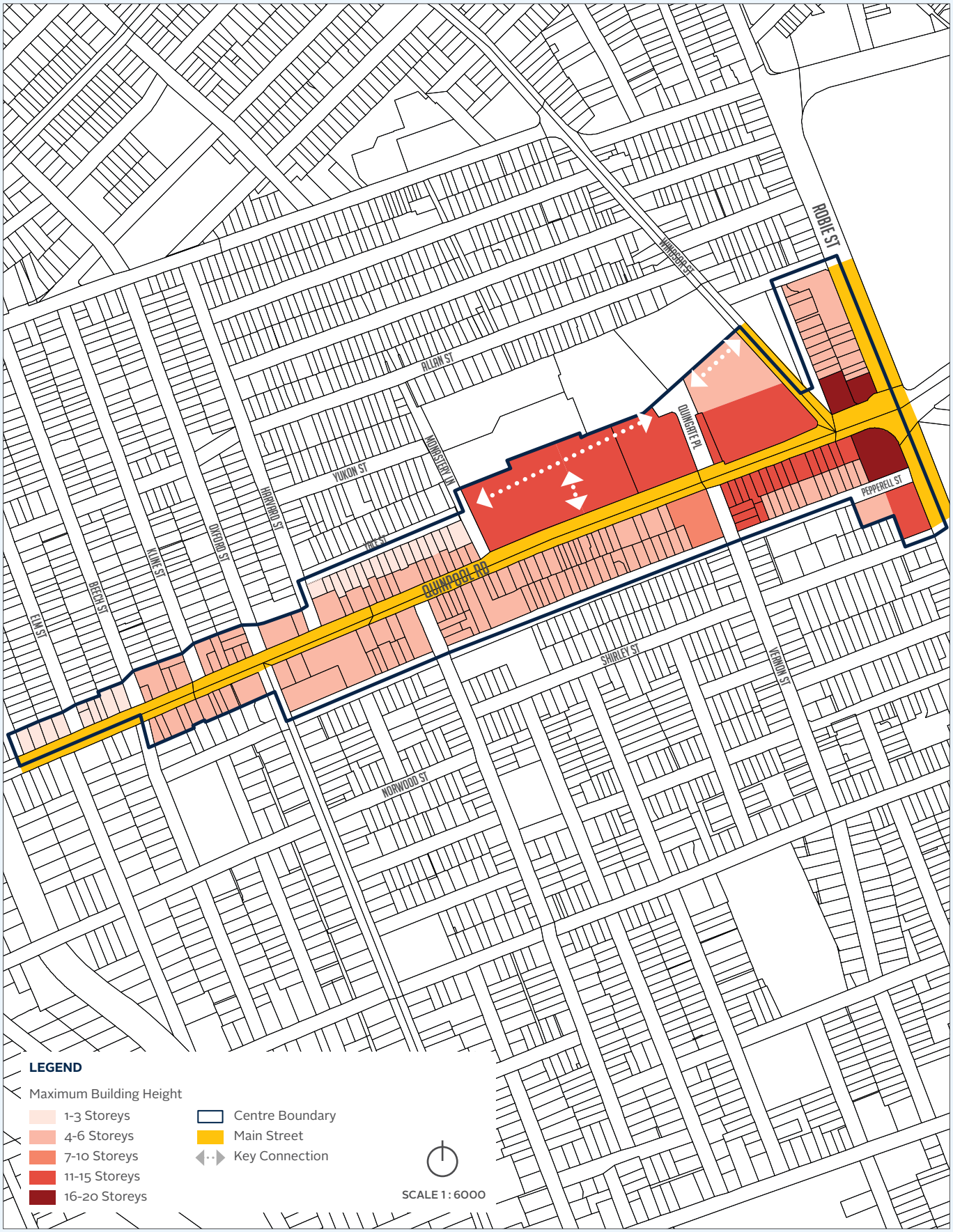
Figure 14: Quinpool Road Centre



CENTRE PROFILE: WYSE ROAD

Total Area: 29.2 ha / 0.29 km²

This large Centre runs along Wyse Road in Dartmouth from Thistle Street to Albro Lake Road, and is primarily auto-dependent. Wyse Road transitions from a narrow two lane street in the North to a large median divided arterial road as it intersects with the Angus L. Macdonald Bridge. The scale of buildings vary from a single tall office tower to one-storey buildings.

Growth can be achieved through infill in vacant or underutilized lots, including large surface parking lots. Over time, this Centre can become pedestrian oriented when redevelopment creates environments that are pedestrian friendly and cyclist friendly. Shifting parking to the rear of properties, bringing buildings to the street edge, and improvements in streetscaping can work to reinvigorate this Centre with increased pedestrian traffic.

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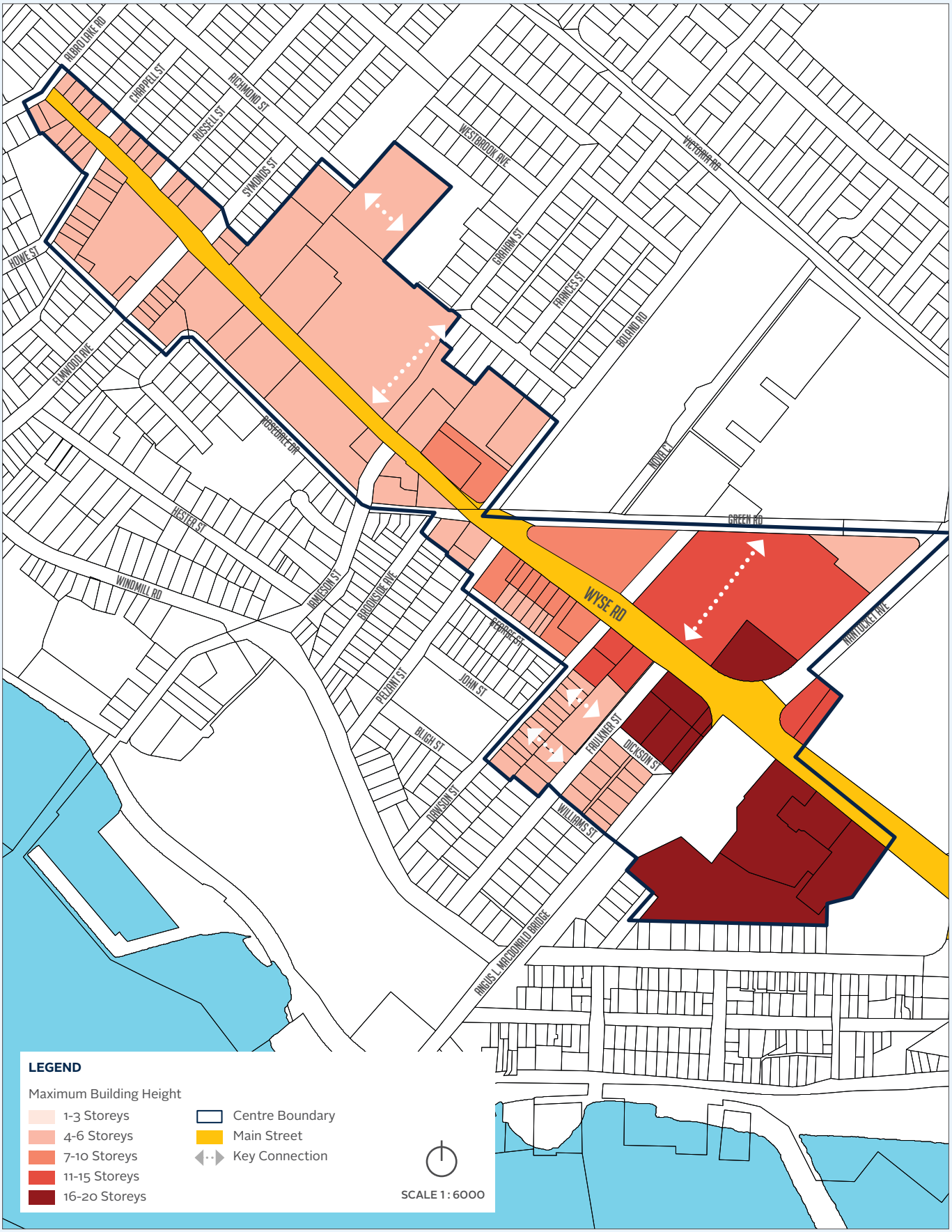
Figure 15: Wyse Road Centre



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A VEGAN KITCHEN

3.4 CORRIDORS

Corridors share many of the same attributes as Centres, however they are linear in nature and oriented along a single local or arterial road. Corridors have some existing commercial and residential density, and in most cases have good transit access, are near schools and parks, and are close to employment areas.

Redevelopment along the Corridors is anticipated and encouraged. The creation of new housing, commercial spaces, and job opportunities in mixed-use buildings will bring new activity and life to the Corridors, and will support the surrounding established residential areas. Since Corridors provide mobility links for local and regional commuters and border residential communities, the transportation system and land use should be designed to accommodate a variety of travel modes. An increase in people and amenities, along with improvements to the pedestrian environment, and transit service will make the Corridors a key part in creating complete communities across the Regional Centre.

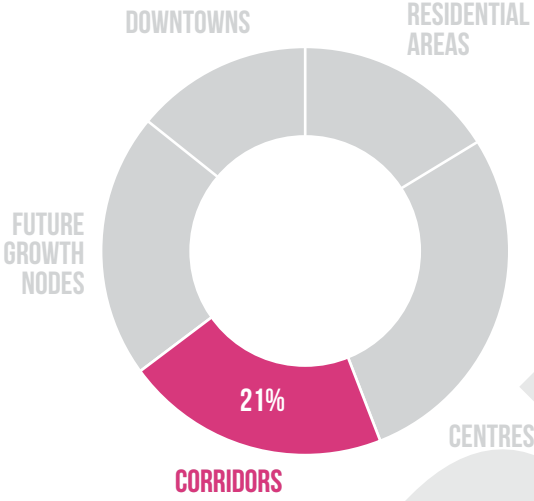

Figure 16: Growth in Corridors

The Centre Plan proposes that Corridors can accommodate 21% of new Regional Centre residents.

Corridors are appropriate locations for low (three-storey) to moderate (four to six storey) development that, depending on local conditions, should include ground floor commercial spaces.

Areas designated as Corridors are:

- Agricola St. – from Cunard St. to Young St.
- Barrington St. – from Inglis St. to Green St.
- Bayers Rd. – from Connaught Ave. to Oxford St.
- Chebucto Rd. – from Connaught Ave. to Oxford St.
- Cunard St. – from Windsor St. to Gottingen St.
- Gottingen St. – from Young St. to Bloomfield St.
- Inglis St. – from Barrington St. to Bland St.
- Kaye St. from Isleville St. to Gottingen St.
- Oxford St. – from Bayers Rd. to Liverpool St.
- Pleasant St. – from Newcastle St. to Renfrew St.
- Portland St. – from Maynard St. to Manor Dr.
- Prince Albert Rd. - from Celtic Dr. to Harris Rd.
- Robie St. – from North St. to Welsford St. & Shirley St. to South St.
- Victoria Rd. – from Primrose St. to Frances St.

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OBJECTIVES:

CO1 To encourage mixed-use complete streets that demonstrate high quality building and streetscaping standards, and prioritize pedestrian comfort.

CO2 To accommodate new residents through buildings that transition appropriately to adjacent lower building forms and public spaces.

CO3 To create a safe and comfortable public realm for people of all ages and abilities.

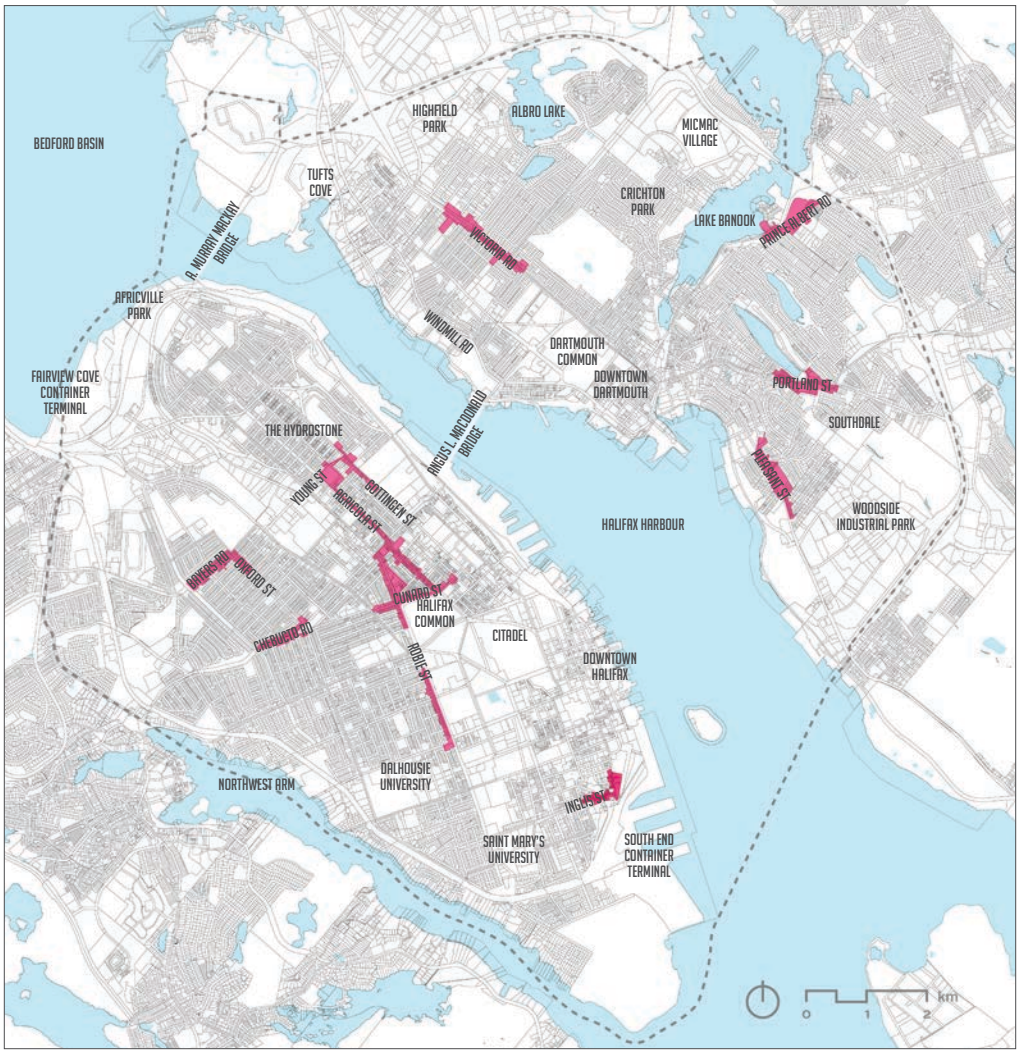

Figure 17: Corridors

Locations of Corridors within the Regional Centre

POLICY DIRECTIONS

3.4.1 LAND USE

Mixed-Use

LU a) Encourage multi-unit residential and mixed-use buildings along Corridors.
Supports Objective CO1

Residential Use

LU b) Encourage a variety of residential forms within the Corridors, including:

i. Multi-unit apartment style buildings
ii. Semi-detached dwellings
iii. Townhouses
iv. Duplexes/Triplexes

Supports Objective CO2

LU c) Where residential units are provided at grade level, all units that front a public sidewalk or publicly accessible private sidewalk must have individual, primary entrances to and from that sidewalk. *Supports Objective CO2*

Commercial Uses

LU d) Retail, service, restaurant, cultural and entertainment uses shall be permitted along Corridors. *Supports Objective CO1*

LU e) New drive-through facilities along Corridors shall not be permitted.
Supports Objectives CO1, CO3

LU f) Automotive uses shall be discouraged, other than fully-enclosed retail and accessory service, such as a vehicle showrooms. Any future automotive uses should meet the built form requirements. *Supports Objective CO1, CO3*

Large Redevelopment Sites

LU g) Large site redevelopment proposals in Corridors shall plan for:

i. Buildings and parks that provide a focal point or anchor for key areas or intersections
ii. Neighbourhood gathering and activity places
iii. Integration with the public street grid network and Active Transportation connections
iv. Proximity of mix of uses and employment to transit

Supports Objective CO1-CO3

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Private Outdoor Amenity Space

LU h) For multi-unit developments, all new residential units shall be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development.
Supports Objective CO2

3.4.2 BUILT FORM

Neighbourhood Character

LU a) When approving new developments, consider how the development contributes to the character of the neighbourhood it is being proposed in.
Supports Objective CO2

Floor Area Ratio

LU b) Measure density by Floor Area Ratio (FAR). *Supports Objective CO2*

LU c) A FAR of 3.5 shall be considered in the development of regulations.
Supports Objective CO2

Building Height

LU d) Building heights shall not exceed four storeys unless there is sufficient lot depth to accommodate up to six storeys through appropriate design transitions to adjacent buildings. *Supports Objective CO2*

LU e) Portions of a building may exceed height restrictions on corner lots if:

- The applicant can demonstrate how the development will appropriately transition to adjacent buildings
- There is sufficient lot depth to accommodate the appropriate transition design measures, such as building setbacks, horizontal separation and stepping down to lower scale buildings and properties

Supports Objective CO2

Multi-Unit Residential

LU f) Where development abuts, or contains a publicly accessible sidewalk or pathway, at-grade residential units shall achieve visual privacy for residential units from any sidewalk. *Supports Objective CO2*

LU g) Within a new moderate height multi-unit residential, commercial, or mixed-use building, all recycling, composting, and garbage storage facilities shall be located entirely within the building. *Supports Objective CO2, CO3*

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LU h) In all other multi-unit residential, commercial, and mixed-use building forms, all recycling, composting and garbage storage facilities shall be screened from adjacent properties and the public realm. *Supports Objective CO3*

LU i) Prohibit non-transparent privacy fences or walls that detract from the public realm. *Supports Objective CO3*

Commercial Ground Floor

LU j) Encourage new multi-unit development be built in a way that enables the transition from residential uses to commercial uses on the ground floor to allow for flexibility in use over time. *Supports Objective CO1*

Public Realm Enhancement

LU k) For development that is set back from the street through the use of a forecourt, patio or other publicly accessible extension of the pedestrian space, the extension of space must incorporate materials and a design that creates an uninterrupted interface with the realm. *Supports Objective CO3*

LU l) Through the Land Use By-law, appropriate setbacks shall be determined to accommodate road widening for the purposes of active transportation and transit lanes. *Supports Objective CO3*

LU m) To minimize negative impacts on pedestrians and the public realm, the Land Use By-law shall restrict the number of driveway accesses per lot on public streets. *Supports Objective CO3*

3.4.3 MOBILITY

Parking Requirements

LU a) Allow, but not require, private on-site parking in support of new multi-unit residential and commercial developments. *Supports Objective CO1-CO3*

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3.5 FUTURE GROWTH NODES

Greyfield Sites:

Developed sites that are underutilized and well positioned for redevelopment.

Future Growth Nodes are large sites that predominantly contain single-use development such as shopping malls, commercial development, and in the case of Shannon Park, former Department of National Defence lands. These areas have the potential to accommodate significant growth through infill and greyfield redevelopment. The Centre Plan envisions these nodes as having higher densities through a mix of uses and building types including, but not limited to, retail, apartments, and townhouse forms. The transition of Future Growth Nodes to mixed-use areas, with a blend of tall, moderate, and lower height development, will not be immediate and may take several years to fully evolve into the desired developed form.

Future Growth Nodes are capable of transformative change as they have the land base to support population growth and new construction. Redevelopment of these sites may face certain challenges, including servicing constraints and contamination issues. In general, however, development will be able to leverage nearby infrastructure and connect to the existing street grid. Redeveloping these large sites to function like complete communities will benefit nearby neighbourhoods.

Areas designated as Future Growth Nodes are: Joseph Howe, Mic Mac Mall, Mumford, Penhorn, Highfield Park, Graham's Grove, and Shannon Park.

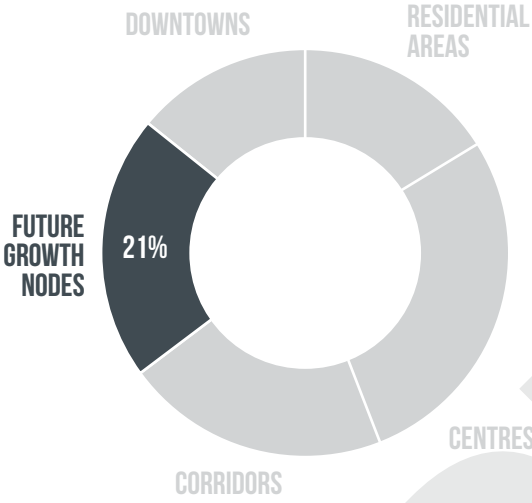

Figure 18: Growth in Future Growth Nodes

The Centre Plan proposes that areas identified as Future Growth Nodes can accommodate 21% of new Regional Centre residents.

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OBJECTIVES:

F1 To support the current use of Future Growth Nodes until redevelopment.

F2 To plan Future Growth Nodes through a public engagement process prior to their redevelopment.

F3 To design and build Future Growth Nodes following complete community principles.

F4 To create a safe and comfortable public realm for people of all ages and abilities.

F5 To build a transportation network that prioritizes pedestrians, cyclists, and public transit over auto-oriented uses.

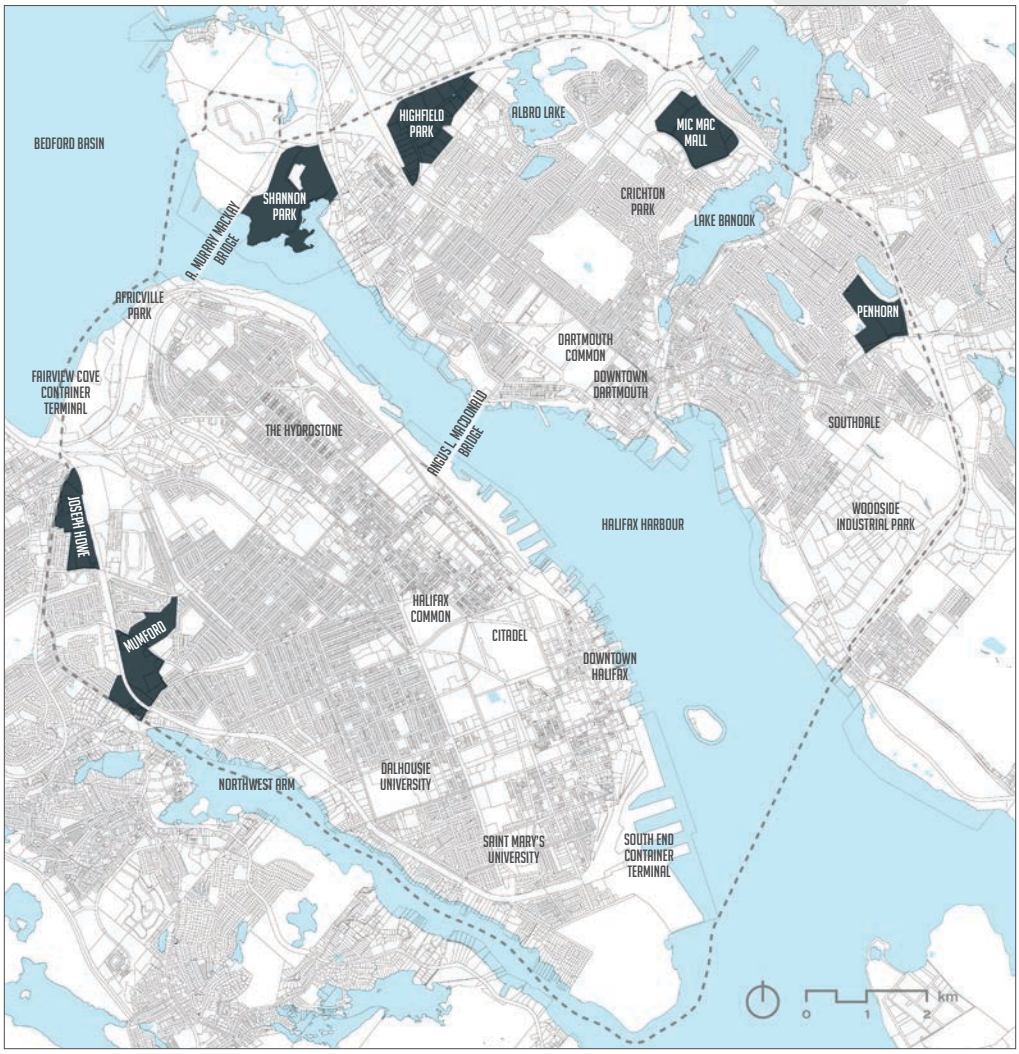

Figure 19: Future Growth Nodes

Locations of Future Growth Nodes within the Regional Centre

POLICY DIRECTIONS

3.5.1 GENERAL

Comprehensive Planning

LU a) Prior to redevelopment of a Future Growth Node, a planning process shall be completed that includes engagement with the surrounding community.

Supports Objective F2

Initiation of Planning

LU b) A planning process may be triggered:

- i. By HRM if their interests are aligned with redevelopment of property within the Node
- ii. By the landowner seeking redevelopment of property within the Node

Supports Objective F1

Development Components

LU c) Future Growth Nodes must include the following:

- i. A transit hub
- ii. A mix of residential, commercial, community, and employment uses
- iii. Parks and the larger open space network that is integrated with the surrounding community
- iv. A street grid with a formalized block pattern that connects with the surrounding community
- v. Housing choice in terms of form (including townhouse forms and apartment housing) and capacity (bachelor, 1 bedroom, or multiple bedrooms)

Supports Objective F3-F5

Studies Needed for Development of a Future Growth Node

LU d) Consider, at a minimum, the inclusion of the following studies in a Future Growth Node planning:

- i. Concept Plan
- ii. Community Renewable Energy Plan
- iii. Transportation Impact
- iv. Environmental Studies
- v. Urban Design Plan

Supports Objective F2-F5

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3.5.2 LAND USE

Residential Use

LU a) Future Growth Nodes shall include multiple residential forms that can include:

- i. Low, moderate and/or tall apartment style buildings
- ii. Stand-alone or podium townhouses and stacked townhouses
- iii. Duplexes/Triplexes

Supports Objective F3

Community and Recreational Uses

LU b) May incorporate new community and recreational uses where appropriate to support a complete community. *Supports Objectives F3, F4*

Transitional Uses

LU c) New development that borders existing residential areas must respect and complement the existing residential areas in terms of use and form. *Supports Objective F3*

Density

LU d) Work with the landowners and local communities to set the appropriate maximum density of people and jobs during the planning process for each Future Growth Node. *Supports Objective F3*

Transit Oriented Design

LU e) The planning of Future Growth Nodes should consider incorporating a higher intensity of employment uses around a transit terminal, hub, or stop. *Supports Objectives F3, F5*

Transit Oriented Design:

A mix of residential, retail, and office uses with a supporting network of roads, bicycle ways, and pedestrian ways focused around a major transit stop designed to support a high level of transit use.

Density Bonusing

LU f) Develop a Density Bonusing program in the Future Growth Nodes, offering a bonus density as an incentive for specific public benefits in excess of the minimum development requirements. *Supports Objective F3, F4*

LU g) Create two building height regimes; a lower, pre-bonus height which may be achieved without the contribution of certain public benefits, and a post bonus height where public benefits in excess of the minimum development requirements are achieved. *Supports Objective F3, F4*

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LU h) Consider a variety of public benefits when assessing site plan approval applications seeking a height bonus in exchange for the provision of public benefit, in accordance with the density bonusing provisions of the Halifax Regional Municipality Charter. Establish provisions in the Land Use By-law to guide negotiations of appropriate public benefits which must include affordable housing and may include:

i. Publicly accessible private open space
ii. Community and cultural space
iii. Public art
iv. Cash-in-lieu where none of the above are appropriate

Supports Objective F3, F4

3.5.3 BUILT FORM

Building Height

LU a) Building heights will be determined during the planning process.

Supports Objective F2

Intensification

Intensification:

The development of a property, site or area at a higher density than currently exists. This can occur through development, redevelopment, infill and expansion or conversion of existing buildings.

LU b) The highest level of residential and commercial intensification shall be located strategically:

i. At transit stops and along transit routes
ii. Near neighbouring developments of a compatible scale and intensity
iii. Away from lower scale neighbouring properties
iv. To maximize access to parks and trail networks
v. To maximize access to commercial areas, schools, and other community services

Supports Objective F3-F5

All Season Design

LU c) Consider weather patterns and seasonal conditions when designing streets, buildings and open spaces. *Supports Objective F4*

Street Grid

LU d) Redevelopment shall introduce a formal street and block pattern that incorporates short interconnected blocks for ease of walkability.

Supports Objective F3-F5

LU e) Design the street network and pedestrian routes to support small blocks and/or mid-block pathways and crossings, offering multiple route choices and quality street frontages. *Supports Objective F3-F5*

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LU f) Provide a street pattern and orientation that impedes prevailing winds, and public spaces that are framed and sheltered by surrounding development with blocks and parcels oriented to optimize solar access.
Supports Objective F3-F5

Building Design

LU g) The design of buildings and their sites shall acknowledge the pedestrian realm with human scaled architecture and landscape design.
Supports Objective F4

Built Form for Tall Buildings (7 Or More Storeys)

LU h) Require tall buildings to setback above their podium to promote human scaled design. *Supports Objectives F4*

LU i) Ensure tall buildings respect the height of the surrounding context by stepping down towards the adjacent existing or future built form, as identified within the Urban Structure Map. *Supports Objectives F4*

LU j) Require a minimum tower separation distance of 25m, above a building's podium, to provide for sky views and privacy between towers. *Supports Objective F4*

3.5.4 MOBILITY

Connections

LU a) The internal street network must integrate with the public street grid network and active transportation connections. *Supports Objective F5*

3.5.5 PUBLIC SPACES & PLACES

Parks Network

LU a) The comprehensive planning process shall address how the Future Growth Node can be integrated within the municipality's larger parks network.
Supports Objective F3, F4

Gathering Places

LU b) Future Growth Nodes shall incorporate public spaces, such as a square or plaza space, to function as a focal point for the redevelopment.
Supports Objective F3, F4

DRAFT

3.5.6 NODE SPECIFIC POLICY

Existing Planning Work

LU a) Where research, studies, and consultation has taken place for Future Growth Nodes that work shall inform the policies that will be set out for each specific node. *Supports Objective F2*

3.5.7 SUSTAINABILITY

Renewable Energy

LU a) All new or retrofitted public buildings within Future Growth Nodes must incorporate renewable energy production into their design, while private developments are encouraged to do so. *Supports Objective F3*

DRAFT

3.6 RESIDENTIAL AREAS

Secondary Suite:

Refers to the concept of adding an additional dwelling unit to an otherwise single-unit house. Secondary units are usually incorporated into the main house, such as a basement or third floor apartment subject to meeting applicable Land Use By-Law and National Building Code requirements and securing applicable permits.

Residential areas in the Regional Centre have been divided into two areas: **ESTABLISHED RESIDENTIAL AREAS** and **HIGHER ORDER RESIDENTIAL AREAS**. Neighbourhoods in both these categories are primarily residential in nature. They also contain parks, schools, places of worship, local institutions, and some commercial uses such as local markets, dry cleaners, and cafés. The Centre Plan puts forth guidelines to maintain these areas as residential neighbourhoods.

Established Residential Areas have lower densities and are largely characterized by detached homes. These areas are suitable locations for auxiliary dwelling units, such as secondary suites, or other residential infill that is consistent with the character of the existing neighbourhood.

Moderate to high density **Higher Order Residential Areas** are characterized by clusters of multi-unit apartment and condominium buildings. Redevelopment of these areas should include similarly scaled infill of moderate buildings. Improving public amenities, promoting environmental sustainability, and accommodating sensitive infill are key development considerations within these areas.

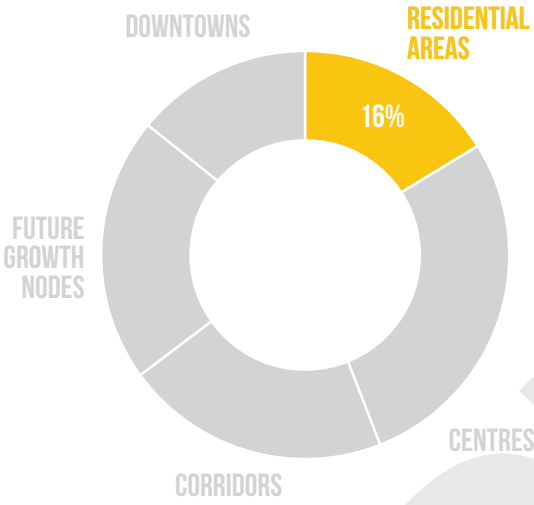

Figure 20: Growth in Residential Areas

The Centre Plan proposes that residential areas can accommodate 16% of new residential growth in the Regional Centre.

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All definitions can be found in the Glossary

OBJECTIVES:

R1 To protect the character of stable residential areas.

R2 To support commercial activity through home-based businesses, professional offices, and other commercial uses focused on local service, where appropriate.

R3 To provide a range of housing options and forms.

R4 To create a safe and comfortable public realm for people of all ages and abilities.

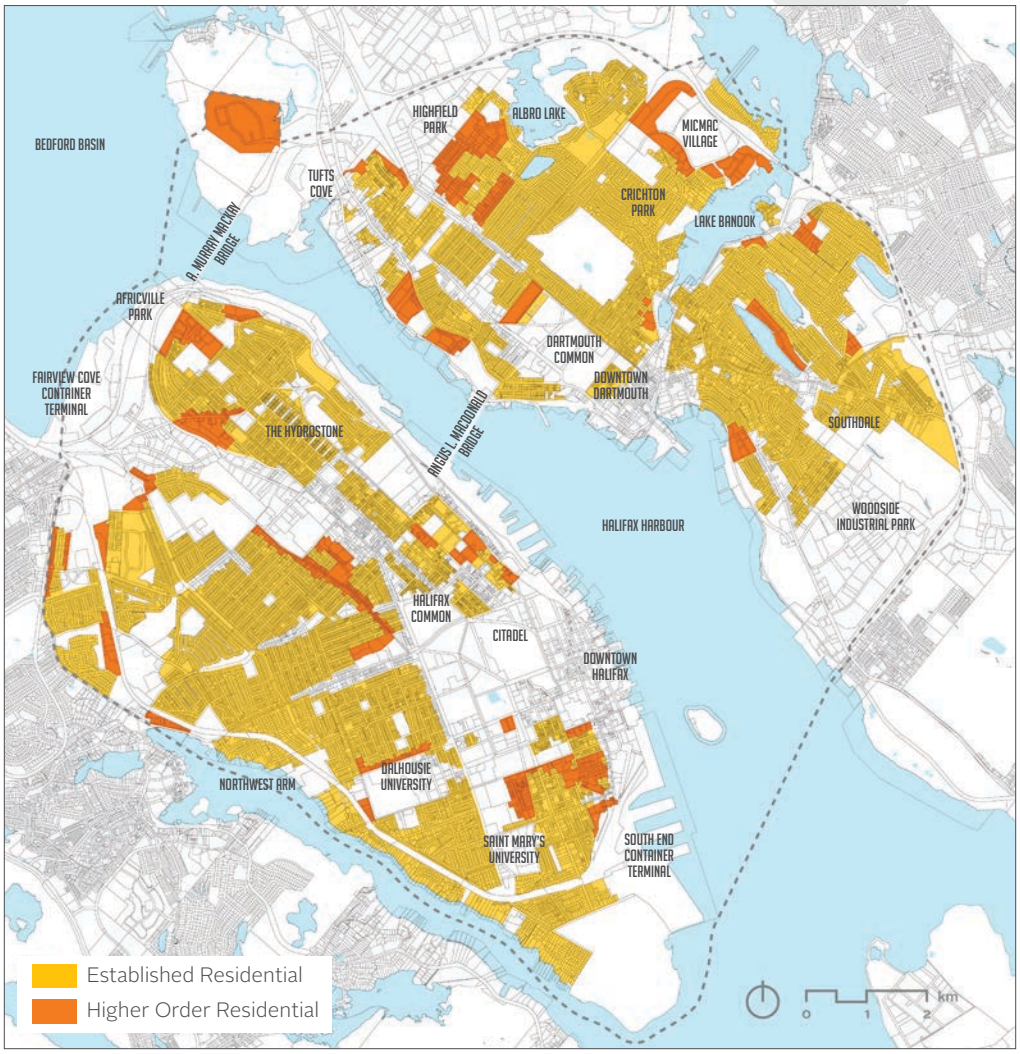

Figure 21: Residential Areas

Locations of Residential Areas within the Regional Centre

POLICY DIRECTIONS

ESTABLISHED RESIDENTIAL AREAS:

3.6.1 LAND USE

Garden Suite:

Sometimes called a granny flat, a garden suite is a self-contained dwelling without a basement. It is installed in the rear or side yard of a lot with an existing, permanent, detached dwelling house

Residential Uses

LU a) Permit modest redevelopment opportunities that respect the existing scale, character and built form of these areas. Appropriate housing types may include:

- i. Detached dwellings
- ii. Semi-detached dwellings
- iii. Townhouses
- iv. Duplexes/Triplexes
- v. Housing conversions
- vi. Garden suites
- vii. Secondary suites/Auxiliary Dwelling Units

Supports Objective R1, R3

Commercial Locations

LU b) Consider the location of small-scale commercial and retail uses in established residential neighbourhoods at, or adjacent to, the intersections of local streets rather than mid-block. *Supports Objective R2*

Commercial Uses

LU c) Commercial uses shall be compatible with the immediate local residential context in terms of building scale and size, and will be evaluated to minimize off-site nuisance impacts from noise, parking, or other adverse impacts upon adjacent or nearby residents. Size restrictions will be identified within the Land Use By-Law. *Supports Objective R2*

LU d) Permit the following commercial uses within Established Residential Areas:

- i. Small-scale neighbourhood-serving retail uses
- ii. Home occupation units

Supports Objective R2

3.6.2 BUILT FORM

Infill Housing

LU a) Infill housing and the rehabilitation of existing buildings is the preferred form of redevelopment in established residential communities.

Supports Objective R1, R3

FW Future Work F Funding LU Land Use P Partnerships I Integration

DRAFT

Street Setback

LU b) To maintain the character of a street, the building setbacks shall be in keeping with the general existing setback along the block.
Supports Objective R1

Lot Standards

LU c) Differing lot standards are appropriate in different areas of the Regional Centre. These standards shall reflect the character of the surrounding area.
Supports Objective R1

LU d) Where Residential Opportunity Sites exist in the Downtown Neighbourhood Zone of the Downtown Dartmouth Plan Area, the intent of the Downtown Dartmouth Plan will be carried forward. *Supports Objective R3*

3.6.3 MOBILITY

Permit Parking

I a) In areas with high demand for on-street residential and commercial parking, residential permit parking should be supported to ensure a supply of parking for local residents. *Supports Objective R1*

Parking Requirements

LU b) Establish off-street parking requirements in residential areas that reflect that local access to transit and active transportation services can replace the need to use vehicles. *Supports Objective R1*

HIGHER ORDER RESIDENTIAL AREAS:

3.6.4 LAND USE

Residential Use

LU a) Permit all residential uses permitted in Established Residential Areas as well as moderately scaled (four to six storey) ground oriented apartment style buildings in Higher Order Residential Areas as long as they are consistent in scale, or appropriately transition to adjacent properties. Refer to *Figure 21* for location of Higher Order Residential Areas. *Supports Objective R1, R3*

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Housing Choice

LU b) Support a variety of housing options that reflect the needs of a diverse population by encouraging the following:

i. The provision of three or more bedroom units
ii. Ground oriented units that provide private outdoor space
iii. Communal hard and soft surface outdoor children's amenity space

Supports Objective R1, R3

Commercial Locations

LU c) Commercial and retail uses should be located at or adjacent to the intersections of local streets rather than mid-block and accessible through active transportation. *Supports Objective R3*

Commercial Uses

LU d) Permit the following commercial uses in Higher Order Residential Areas:

i. Home occupation units at grade, and home occupations
ii. Small-scale, local-serving retail uses at intersections or clustered with existing commercial uses
iii. Grocery stores

Supports Objective R2

Mixed-Use

LU e) Small-scale commercial and community uses may be permitted on apartment building sites. *Supports Objective R2*

Private Outdoor Amenity Space

LU f) For multi-unit developments, all new residential units shall be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade and may be completely or partially visible from the street or other buildings. *Supports Objective R4*

3.6.5 BUILT FORM

Neighbourhood Character

LU a) When approving new developments, consider how the proposed development contributes to the character of the surrounding neighbourhood.

Supports Objective R1

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Floor Area Ratio

LU b) Measure density by Floor Area Ratio (FAR). *Supports Objective R1*

LU c) A FAR of 3.5 shall be considered in the development of regulations. *Supports Objective R1*

Building Height

LU d) Moderate height (four to six storey) buildings are appropriate in these areas depending on lot size and depth. *Supports Objective R1*

Multi-Unit Residential

LU e) Where developments abut, or contain, a publicly accessible sidewalk or pathway, at-grade residential units shall have accessible main floors set slightly above grade in order to achieve visual privacy from any sidewalk. *Supports Objective R3*

LU f) Within a new moderate height multi-unit residential, commercial, or mixed-use building all recycling, composting, and garbage storage facilities shall be located entirely within the building. *Supports Objective R4*

LU g) In all other multi-unit residential, commercial, and mixed-use buildings forms, all recycling, composting and garbage storage facilities shall be screened from adjacent properties and the public realm. *Supports Objective R4*

Street Setback

LU h) To maintain the character of a street, the building setbacks shall be in keeping with the general existing setback along the block. *Supports Objective R1*

LU i) If buildings are setback from the street, their setbacks shall be designed in a way that supports walkability and the pedestrian environment. *Supports Objective R4*

3.6.6 MOBILITY

Parking Requirements

LU a) Establish off-street parking requirements in residential areas that reflect that local access to transit and active transportation services can replace the need to use vehicles. *Supports Objective R2, R4*

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3.7 EMPLOYMENT AREAS

The Centre Plan has divided employment areas into **INTENSIVE EMPLOYMENT AREAS**, **INSTITUTIONAL EMPLOYMENT AREAS**, and **SMALL SCALE INSTITUTIONAL AREAS.** Small-scale retail, daycares, restaurants and other commercial services that meet the daily needs of employees and clients are appropriate in these areas as well.

Intensive Employment Areas are well positioned to accommodate industrial and commercial activity. These locations should be retained for industrial and other intensive employment uses. They are not suitable areas for residential growth. Supporting these nodes of employment within the Regional Centre will help to provide economic efficiencies and ultimately enhance the national and global competitiveness of these sectors.

Institutional Employment Areas contain public institutions including universities, colleges, and health care facilities. These institutions are major employers in the Regional Centre, attracting thousands of students, patients, and employees every day. The clustering of these facilities plays a role in fostering partnerships and the development of innovative technologies and services.

Small Scale Institutional Areas are HRM-owned institutions, including schools, libraries, fire stations, police stations, and recreational and community facilities.

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OBJECTIVES:

E1 To maintain and protect existing areas of employment within the Regional Centre.

E2 To support the growth of the Regional Centre's institutions, including governmental, educational, and health sectors.

E3 To create a safe and comfortable public realm for people of all ages and abilities.

E4 To develop and improve access and functionality in community/recreation centres and cultural facilities within the Regional Centre.

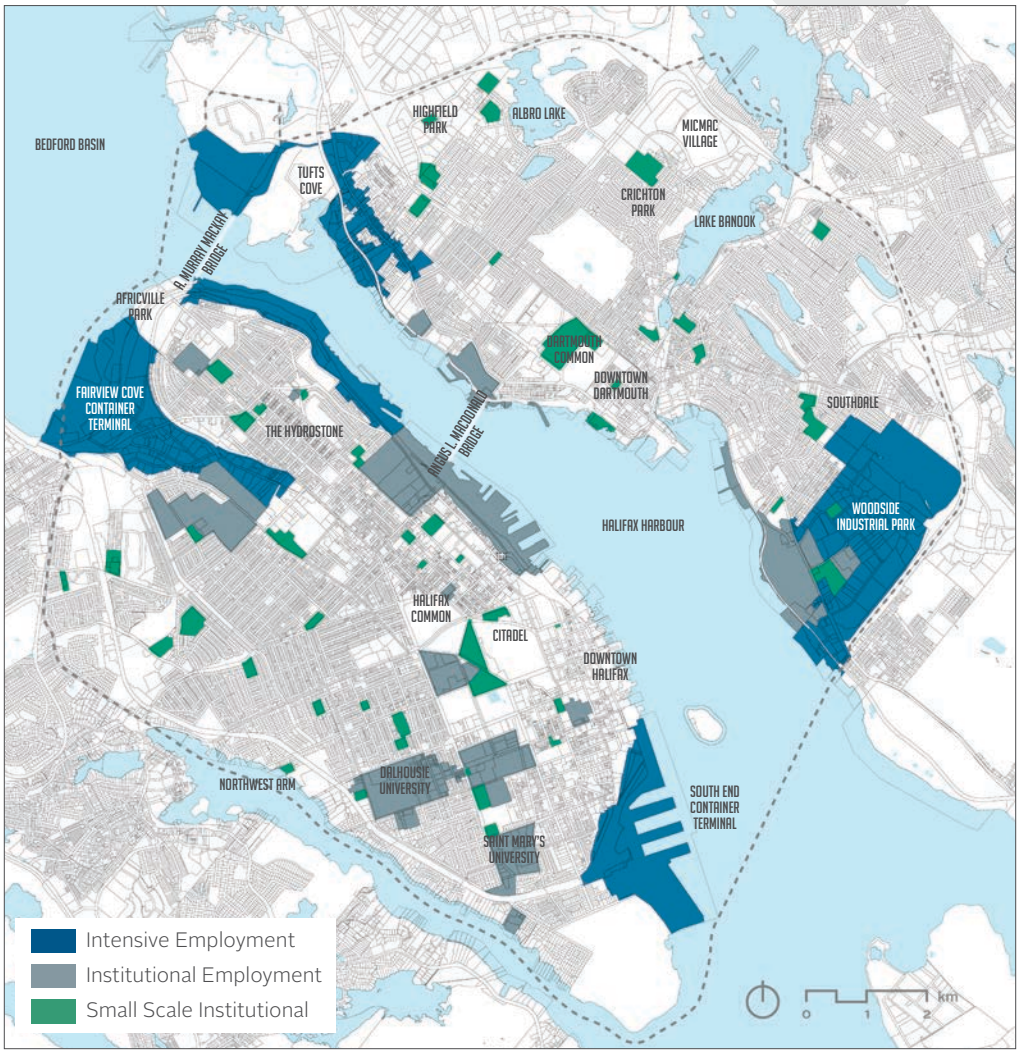

Figure 22: Employment Areas

Locations of Employment Areas within the Regional Centre

POLICY DIRECTIONS

3.7.1 GENERAL

Employment Lands Expansion

LU a) For the creation or expansion of an Intensive Employment or Institutional Employment Area beyond the boundaries identified within the Urban Structure Map *(see Figure 6)*, the applicant shall provide the following background information:

- i. Expected socio-economic costs and benefits to adjacent neighbourhoods
- ii. A Development Impact Analysis
- iii. A Market Analysis
- iv. A Level of Service Assessment
- v. An Environmental Impact Analysis
- vi. A Land Use Assessment

Supports Objective E1, E3

3.7.2 LAND USE

INTENSIVE EMPLOYMENT AREAS:

Industrial Uses

LU a) Industrial uses shall be permitted in these areas. *Supports Objective E1*

Retail, Service and Restaurant Uses

LU b) Permit small-scale retail, personal service, and restaurant uses to support employment uses. *Supports Objective E1*

Residential Uses

LU c) Residential uses are not permitted in Intensive Employment Areas to preserve the industrial and commercial character of these areas. To respect the existing context, residential uses will continue to be permitted along Windmill Road. *Supports Objective E1*

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Working Harbour

LU d) Along the harbour's edge, encourage the retention and development of industries which are harbour-related. Appropriate harbour related uses may include:

- **i.** Bulk product, container and general cargo storage and handling
- **ii.** Sea product processing
- **iii.** Marine research
- **iv.** Construction maintenance and repair of marine vessels
- **v.** The construction, assembly, maintenance and repair of submarine, mineral, exploration, and extraction equipment
- **vi.** Other industrial uses in which marine vessels and direct access to salt water is necessary
- **vii.** Uses accessory to any of the foregoing

Supports Objective E1

Non-Industrial Harbour Uses

LU e) The development of non-harbour related commercial and industrial uses in areas designated "Industrial" and zoned harbour-related uses should be restricted in size and scale so that the long-term intent of these areas for harbour industrial uses is preserved. The proposed development shall:

- **i.** Not be detrimental to the port or other harbour related industries
- **ii.** Generate only a level of vehicle trips that can be reasonably accommodated on the present street system

Supports Objective E1

INSTITUTIONAL EMPLOYMENT AREAS:

Institutional Uses

LU f) Institutional uses shall be permitted in these areas. *Supports Objective E1, E2*

Retail, Service and Restaurant Uses

LU g) Supportive retail, personal service, and restaurant uses shall be permitted.

Supports Objective E1

Residential Uses

LU h) Residential uses associated with institutional uses , such as university housing, and long-term care facilities, shall be permitted.

Supports Objective E1, E2

Facility Locations

LU P i) Major academic and cultural facilities, such as, but not limited to, laboratories, lecture halls, libraries, theatres and student centres, should be sited to minimize off-site nuisance impacts from noise, parking, or other adverse impacts upon adjacent or nearby residents. *Supports Objective E1, E2*

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Future Planning

LU **j)** Facilitate the ongoing operation of health care and educational facilities. *Supports Objective E1, E2*

LU **k)** When land is no longer needed for institutional use, coordinate with other orders of government to develop a comprehensive planning process for the future uses. *Supports Objective E3*

Master Plans

P **l)** Institutional Employment Areas including universities, colleges, and hospitals should consider having up to date master plans that have been developed through public engagement. *Supports Objective E2*

SMALL SCALE INSTITUTIONAL AREAS:

Small Scale Institutional Uses

LU **m)** Small Scale Institutional uses shall be permitted in these areas. These uses are considered local uses to serve the needs of the residents in the community and adjacent areas and include, but are not limited to, schools and community facilities. *Supports Objective E4*

Future Small Scale Institutional

LU **n)** Future small-scale institutional uses shall be encouraged to locate in appropriate locations throughout the Regional Centre. The appropriateness of such locations shall be determined on the basis of:

- **i.** use and function of the proposed facility;
- **ii.** context of the surrounding areas in terms of built form, use and setback character;
- **iii.** proximity to Halifax Transit Corridors and Active Transportation facilities;
- **iv.** uniqueness of the site, or its historic significance

Supports Objective E4

Re-use

LU **o)** The re-use of properties previously used for small-scale institutional uses shall consider:

- **i.** use and function of the proposal;
- **ii.** context of the surrounding areas in terms of built form, use and setback character;
- **iii.** proximity to Halifax Transit Corridors and Active Transportation facilities;
- **iv.** uniqueness of the site, or its historic significance

Supports Objective E4

DRAFT

3.7.3 COMMUNITY AND RECREATION FACILITIES

Community and recreation facilities are important gathering spaces that provide a place for a diversity of people to learn, socialize, relax, and play in the Regional Centre. Expanding the use of community facilities, such as schools, to other users, helps bring people from different backgrounds together, and is an efficient use of resources.

Shared Use with Schools

P a) Coordinate with educational authorities to support broader community use of these facilities. *Supports Objective E4*

Location

LU I b) Promote the optimum location of community and recreation services and facilities, including emergency social/protective services, community, and educational facilities to meet community needs and promote their integration within the larger parks, open spaces, and active transportation system. *Supports Objective E4*

3.7.4 URBAN DESIGN

Transition

LU a) When adjacent to residential uses, the transition from intensive employment areas shall incorporate natural and constructed buffers to minimize nuisance effects from sights, smells, noise, light and other potential impacts. *Supports Objective E3*

Parking

LU b) Parking may be provided through parking structures. Surface parking should be limited, and designed to support pedestrian comfort and incorporate Low Impact Development principles. *Supports Objective E3*

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3.7.5 PUBLIC SPACES & PLACES

Open Space

LU a) Consider providing sufficient public open spaces to create recreational opportunities for employees and clients. *Supports Objective E3*

Recreational and Sports Facilities

LU b) Municipal recreation and sports facilities may be located in Intensive Employment Areas so long as they do not negatively impact the functionality of these areas. *Supports Objective E1, E3*

LU c) When located in Intensive Employment Areas, recreational and sports facilities must be located in close proximity to transit routes and active transportation networks. *Supports Objective E1, E3*

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4 IMPLEMENTATION & MONITORING PLAN

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The implementation of the Centre Plan will be an ongoing process occurring over its 15-year lifespan. Implementation of the Plan will be the result of many different types of actions, such as changes to land use by-laws, future study, and funding through capital works programs. The guidance in this section provides a framework for ongoing implementation and monitoring.

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4.1 LAND USE POLICY AND REGULATIONS

LU Land Use

To implement the land use components of the Centre Plan a Secondary Municipal Planning Strategy and Land Use By-law will be developed. A number of different land use tools will be used to ensure that a consistent and thoughtful approach to further planning is implemented throughout the Regional Centre that aligns with the direction provided in this Plan.

IMPLEMENTATION

4.1.1 REGIONAL CENTRE SECONDARY MUNICIPAL PLAN

The power to plan is granted to municipalities by the Province of Nova Scotia, under Part 8 of the *Halifax Regional Municipality Charter*. In addition to the Charter, the land use policies used to implement the Centre Plan will be consistent with the direction set out by the Regional Plan (2014). The Regional Plan sets out policies for how the municipality should develop and grow until the year 2031. The Regional Plan recognizes the importance of the Regional Centre, and includes a vision and guiding principles that act as the foundation for the Centre Plan. The Regional Centre policies will be updated to reflect the creation of a new secondary municipal planning framework for the Regional Centre.

Many of the policies outlined in this document will be presented as policies within a Secondary Municipal Planning Strategy (SMPS) for the Regional Centre. The Urban Structure will form the basis for the future land use designations. The two Downtown Plans for Halifax and Dartmouth are expected to form chapters of the SMPS, although in the short-term they will be adopted as standalone plans.

4.1.2 REGIONAL CENTRE LAND USE BY-LAW

The Land Use By-law is the principal regulatory tool by which land use policies will be implemented. The Land Use By-law shall set out zones which are informed by the Urban Structure, such as those outlined in *Figure 23*. The zones will list permitted uses and include development standards for those uses. The Land Use By-law will also include building height and massing requirements, and detailed design guidelines.

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4.1.3 REGIONAL CENTRE DESIGN MANUAL

The Regional Centre Design Manual will be included as a Schedule of the Land Use By-law. Criteria for variations to standards of the Land Use By-law may be established within the Regional Centre Design Manual. The Design Manual will outline the appropriate qualitative guidance for new development within the Regional Centre to ensure that the built environment reflects a human scale and respects the surrounding context. It will be used by applicants and planners when developing and evaluating applications in concert and will include provisions related to general built form character, streetwall character, built form for tall buildings, lighting, landscaping, parking, signs, sustainable design, and other urban design matters.

4.1.4 DISCRETIONARY TOOLS

Site Plan Approval

a) Site plan approval is a development approval process enabled under the Halifax Regional Municipality Charter that helps to ensure high quality design in new development. The Site Plan Approval process will have two components. The quantitative elements of an application will be subject to approval based on the prescriptive criteria in the Land Use By-Law. The qualitative elements of an application will be subject to approval resulting from a design review process using the Regional Centre Design Manual. Site Plan Approval is the preferred tool to define development for:
   i. Downtowns; and
   ii. Centres

Density Bonusing

b) Subject to the provisions of the Land Use By-law, Viewplanes and Citadel Ramparts regulations, a bonus in height is offered as an incentive for specific public benefits in excess of the minimum requirements. Density Bonusing is the preferred tool to define development for the following, and may be applied in other places in instances of high intensity of use:
   i. Downtowns
   ii. Centres
   iii. Growth Nodes

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Development Agreement

c) There are special circumstances that require a customized development agreement to address the complexity of a particular site and proposal. A development agreement is the preferred tool to define use and design regulations for:

- **i.** Development of large sites (greater than 1 hectare);
- **ii.** Redevelopment of existing multi-unit non-conforming buildings ;
- **iii.** Changes in use or expansion of non-conforming commercial sites;
- **iv.** Redevelopment of places of worship; and,
- **v.** Non-industrial uses on the working harbourfront .

Comprehensive Planning

d) Comprehensive Planning should include a holistic study of a defined location through multiple lenses, including land use, urban design, mobility, public spaces and places, culture and heritage, housing, sustainability, jobs and economic developments. In the Centre Plan, this type of planning was undertaken at a regional level. This will take place at a smaller scale to define the future form, density and use of these areas:

- **i.** Future Growth Nodes

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USES PERMITTED IN URBAN STRUCTURE AREAS	Centres	Corridors	Future Growth Nodes	Established Residential Areas	Higher Order Residential Areas	Employment Areas: Industrial	Employment Areas: Institutional	Employment Areas: Small Scale Inst.	Parks & Public Spaces
Residential									
Hidden and gentle density forms (garden suites, secondary suites, infill housing)	○	○	○	○	○		○		
Lower scale density (multi-unit dwellings 3 storeys or less, semi-detached-dwellings, townhouses, duplexes, triplexes)	○	○	○	○	○		○		
Moderate height multi-unit dwellings (4 to 6 storeys)	○	○	○		○		○		
Tall multi-unit dwellings (over 6 storeys)	○		○						
Commercial Uses									
Home occupations	○	○	○	○	○		○	○	
Local serving commercial uses with minimal off-site impacts (including cafés, corner stores, professional offices, personal service, and other small-scale uses)	○	○	○	At key intersections		○	○	○	Where appropriate
Variety of commercial opportunities (including restaurants, retail, personal service, entertainment uses, and office uses)	○	○	○				○		
Tourism and hospitality uses (including museums, information kiosks)	○								
Drive-thru and automotive uses	Fully enclosed automotive uses only					○			
Industrial Uses									
Industrial uses	Maker spaces		Small-scale maker spaces			○			
Industrial food processing, food manufacturing and warehousing						○			
Public Spaces & Community Facilities									
Parks, pathways and trail systems	○	○	○	○	○	○	○	○	○
Community facilities and schools								○	
Urban farms, community gardens and farmers' markets	○	○	○	○	○		○	○	○
Domestic fowl and bees (including associated structures)	○	○	○	○	○	○	○	○	○
Greenhouses	○	○	○	○	○	○	○	○	○
Parking									
Electric vehicle charging stations	○	○	○	○	○	○	○	○	
Surface parking lots (side and rear yard)	Discouraged	○	○	○	○	○	○	○	
Underground and structured parking	○	○	○	○	○	○	○	○	

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Figure 23: Uses Permitted in Urban Structure Areas Table

4.2 FUTURE WORK

FW Future Work

IMPLEMENTATION

4.2.1 STUDIES AND FUTURE WORK

In addition to non-statutory plans and comprehensive plans for Future Growth Nodes, there are a number of targeted subject area studies that HRM should conduct to provide informed direction on specific subjects. For each of the studies identified below, HRM will conduct the research and engagement as needed and present the results in a report to Council with recommendations for future actions.

Housing

a) HRM will monitor pricing and housing diversity and use this information to determine if further incentives and regulations are necessary to support housing choice.

b) HRM will undertake a study to determine how co-operative housing can be best integrated into a comprehensive affordable housing program.

Sidewalk Network

c) Investigate the costs, benefits, and funding requirements of making sidewalks a required service, to promote walkability and improve connections within the sidewalk network.

Parking

d) HRM will investigate incentive opportunities to encourage the rehabilitation of surface parking lots into green parking lots.

e) HRM will study the locations of loading zones throughout the Regional Centre, to determine surplus locations and where additional are required. Regulations, such as time restrictions should also be reviewed.

Economic Development

f) HRM will review opportunities for capital investment and partnerships in catalytic projects, and determine a priority list of project opportunities.

g) HRM will continue to develop guidelines and policies to reduce the impacts from development and infrastructure projects, including construction, on businesses.

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Park Space Adaptability

h) HRM will conduct needs assessments for parks, recreation, and cultural facilities and the beginning of each of their lifecycles to determine changing user needs and preferences.

Sustainability

i) HRM will conduct a land sustainability study to identify opportunities in the Regional Centre for:
   - i. Habitat and natural area conservation and restoration
   - ii. Creating ecological connectivity with natural areas
   - iii. The preservation or restoration of environmentally sensitive areas, physically unique areas, habitats for species at risk and important ecological systems
   - iv. Naturalization or daylighting watercourses

Off-Site Impacts

j) HRM will explore other tools to mitigate off-site impacts such as noise, illumination and vibration.

Heritage Planning

k) Ensure that all plans align with the Culture and Heritage Priorities Plan upon its completion.

l) Review and revise Statement of Significance requirements, specifically with regard to Standard #11 of the Standards and Guidelines, to address the significance of the scale and physical context of Heritage Properties in relation to proposed new development within Heritage Conservation Districts.

m) Conduct Community Character Studies when needed for further heritage planning.

n) Create an inventory of significant scenic resources, landmarks, natural features, historic and cultural resources.

o) Create a GIS inventory to house the results of block surveys throughout the Regional Centre.

p) Create a searchable database of heritage resources that can integrate with HRM's Open Data.

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q) HRM will review and confirm potential heritage districts and cultural landscapes with the local community.

Pilot Projects

r) HRM will test innovative and new concepts through the use of pilot projects with a rigorous evaluation to determine potential broader application. Partnerships will be pursued for potential pilot projects, such as:

- **i.** Non-standard housing forms
- **ii.** Business incubators/accelerators
- **iii.** Pop-up space design and programming
- **iv.** Renewal of rental housing stock

Information Distribution

s) HRM has a role in producing educational materials to advocate and encourage the building forms, designs and directions promoted by the Centre Plan, such as:

- **i.** Cooperative housing
- **ii.** Home occupation units
- **iii.** Flexible commercial spaces
- **iv.** Urban agriculture
- **v.** Low-impact Development
- **vi.** Edible landscaping

t) HRM will engage with, and educate the public on planning policies not directly related to projects through pop-ups and other opportunities.

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4.3 INTEGRATION WITH OTHER PLANS

I Integration

The Centre Plan sits within a larger planning system of secondary planning and non-statutory plans that follows direction from the Regional Plan. Consistent direction between these plans is critical along with regular reviews to ensure alignment and ongoing relevance

IMPLEMENTATION

a) HRM will review all plans affecting the Regional Centre to ensure they align with the Centre Plan's policies and objectives.

b) The Centre Plan will inform the Integrated Mobility Plan to:

- **i.** Consider pedestrians first
- **ii.** Support car sharing and bike sharing opportunities
- **iii.** Improve pedestrian access to regional open spaces and destinations

c) HRM may provide technical/planning support and information to educational, health, and other government institutions to assist their master planning processes.

d) HRM will provide non-financial support actions identified through the Economic Strategy developed with Halifax Partnership.

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4.4 FUNDING & GRANT OPPORTUNITIES

F Funding

Along with regulatory actions, HRM can implement the Centre Plan through funding and grant opportunities. These opportunities also allow the Municipality to work closely with community members and organizations to support locally-based initiatives that build capacity and support innovation.

IMPLEMENTATION

Grants

a) HRM will explore the feasibility of grants for the following:
   - i. Community based projects that work towards complete communities
   - ii. Heritage Conservation Districts
   - iii. Cultural Landscapes
   - iv. Heritage Properties
   - v. Business incubators and accelerators
   - vi. Arts and cultural expressions, initiatives and venues
   - vii. Solar energy technologies

Funding

b) HRM will assess, at appropriate times, the needs for funding and other supports to:
   - i. Provide new affordable non-market housing
   - ii. Maintain and grow the amount of affordable housing
   - iii. Brownfield development funding to assist with environmental testing, remediation and appropriate interim uses

Infrastructure Investment Planning

c) The Centre Plan will help to inform future infrastructure investment plans in the following areas:
   - i. *Transportation:* Sidewalk network improvements, streetscape improvements, pedestrian/cyclist/transit use amenities, etc.
   - ii. *Facilities:* Community, recreation, parks, emergency etc.
   - iii. *Utilities/Servicing:* To accommodate growth in Centres, Corridors and Future Growth Nodes
   - iv. *On-street Parking:* To manage parking demand throughout the Regional Centre using new on-street parking technologies

d) These infrastructure investment plans will be implemented in coordination with existing or future active transportation infrastructure plans and the current state of good repair budget process.

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e) HRM will implement a minimum of LEED silver certification, or an equivalent for all new municipal buildings.

Capital Cost Contributions

f) HRM will develop a Capital Cost Contributions program to offset the costs of servicing upgrades to accommodate growth.

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4.5 PARTNERSHIP OPPORTUNITIES

P Partnerships

Implementing the Centre Plan is a community effort and will involve partnerships between the Municipality and organizations, as well as the community at large.

IMPLEMENTATION

Community Groups

a) This partnership will include opportunities to coordinate with community groups to collaborate on stewardship and programming opportunities within parks and community facilities, harvest edible landscapes, and other community building initiatives.

Dalhousie University, St. Mary's University and Other Post Secondary Institutions

b) This partnership will allow HRM and these universities to collaborate on the following:

- i. Broader community use of university facilities
- ii. GIS block surveys/historical inventories
- iii. Community character studies
- iv. Expansion plans, space needs and identifying development options
- v. Job placement initiatives
- vi. Data collection/monitoring/analysis

School Boards

c) This partnership will allow HRM to collaborate with school boards on the following:

- i. Broader community use of school facilitiess
- ii. Potential co-location opportunities between schools and community uses and facilities
- iii. Location of sites

Health Care Institutions

d) This partnership will include opportunities to coordinate with existing health care institutions to collaborate on master planning, space needs, and identifying development options.

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Other Orders of Government

e) HRM will work with other orders of government:
   - **i.** To explore affordable housing options
   - **ii.** On applicable transportation and infrastructure renewal projects
   - **iii.** On expansion plans, space needs and identifying development options
   - **iv.** To assist government agencies moving into the Regional Centre by identifying development options
   - **v.** To collaborate on innovative waste solutions
   - **vi.** Update provincial/federal building/site requirements

Rail Companies

f) HRM will collaborate with rail companies on the future of rail corridors and their role in HRM's Integrated Mobility Plan.

The Port

g) HRM will coordinate with the Halifax Port Authority and other partners to determine how to cooperate on future planning.

Identifying and Protecting Indigenous Sites of Significance

h) HRM will collaborate with Indigenous governments, organizations and communities in the development of a protocol for the appropriate identification, protection and interpretation of site of cultural value to Indigenous communities.

Indigenous Inclusion

i) HRM will collaborate with Indigenous governments, organizations and communities in the development of an engagement protocol in accordance with HRM's statement on First Nation's reconciliation.

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4.6 MONITORING

Though the Centre Plan establishes policy directions, it is not a static document and requires periodic check-ins to review its efficacy. Given the 15-year time horizon for the plan, the need to revise and review that Plan will be considered every 5 years.

In addition to Centre Plan reviews, regular monitoring will enable the Municipality to respond to pressing changes within the Regional Centre and improve the quality of decision making. The success of the Plan is more likely when there are periodic assessments.

To monitor and evaluate progress a number of indicators with metrics have been created through analysis, public engagement, and best practices which can be found in the figure below. The indicators and their metrics have been grouped into the seven Plan Themes.

Annually, reporting of the metrics to Council, Administration, and the public will highlight areas that are performing well in contrast to areas with slower progress that may require amendments, additional actions, and further study. This reporting can take the form of a report card that measures success and tracks progress. Progress of the Plan should be measured and reported by looking at the indicators as a whole, and not in isolation.

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METRICS: The following metrics will guide the Centre Plan monitoring and review process.

CORE CONCEPT		INDICATOR	UNITS	2018	2019	2020	2021	2022
LAND USE & URBAN DESIGN								
STRATEGIC GROWTH	1.1	Area of Regional Centre	Hectares					
STRATEGIC GROWTH	1.2	Housing Units in Regional Centre	Housing Units					
STRATEGIC GROWTH	1.3	Population of the Regional Centre	People					
STRATEGIC GROWTH	1.4	New Housing Units Starts in Regional Centre	Housing Units					
STRATEGIC GROWTH	1.5	New Housing Units Starts in Centres	Housing Units					
STRATEGIC GROWTH	1.6	New Housing Units Starts in Corridors	Housing Units					
STRATEGIC GROWTH	1.7	New Housing Units Starts in Future Growth Nodes	Housing Units					
STRATEGIC GROWTH	1.8	New Housing Units Starts in Residential Areas	Housing Units					
STRATEGIC GROWTH	1.9	New Housing Units Starts in Downtowns	Housing Units					
STRATEGIC GROWTH	1.10	New Non-Residential Space Starts in Centres	Square Feet					
STRATEGIC GROWTH	1.11	New Non-Residential Space Starts in Corridors	Square Feet					
STRATEGIC GROWTH	1.12	New Non-Residential Space Starts in Future Growth Nodes	Square Feet					
STRATEGIC GROWTH	1.13	New Non-Residential Space Starts in Residential Areas	Square Feet					

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CORE CONCEPT		INDICATOR	UNITS	2018	2019	2020	2021	2022
STRATEGIC GROWTH	1.14	New Non-Residential Space Starts in Downtowns	Square Feet					
COMPLETE COMMUNITIES	1.15	Land Area Attributed to Residential Uses	Hectares					
COMPLETE COMMUNITIES	1.16	Land Area Attributed to Commercial Office Uses	Hectares					
COMPLETE COMMUNITIES	1.17	Land Area Attributed to Hospitality & Entertainment Uses	Hectares					
COMPLETE COMMUNITIES	1.18	Land Area Attributed to Retail Uses	Hectares					
COMPLETE COMMUNITIES	1.19	Land Area Attributed to Medical Uses	Hectares					
COMPLETE COMMUNITIES	1.20	Land Area Attributed to Cultural Uses	Hectares					
COMPLETE COMMUNITIES	1.21	Housing Units within 1.2 km of a Grocery Store	Housing Units					
COMPLETE COMMUNITIES	1.22	Housing Units within 4 km of a Community Centre	Housing Units					
COMPLETE COMMUNITIES	1.23	Housing Units within 1.2 km of an Elementary School	Housing Units					
COMPLETE COMMUNITIES	1.24	Housing Units within 400 m of a Halifax Transit Corridor	Housing Units					
COMPLETE COMMUNITIES	1.25	Housing Units within 400 m of a Municipal Park	Housing Units					

CULTURE & HERITAGE

HUMAN SCALE	2.1	Dollars Invested in Public Art	CAD $					
COMPLETE COMMUNITIES	2.2	Area Contained within Heritage Conservation Districts	Hectares					

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CORE CONCEPT		INDICATOR	UNITS	2018	2019	2020	2021	2022
COMPLETE COMMUNITIES	2.3	Area Contained within Cultural Landscape Designations	Hectares					
COMPLETE COMMUNITIES	2.4	Number of Registered Heritage Properties in the Regional Centre	Number					

HOUSING

COMPLETE COMMUNITIES	3.1	Average Rent, Two-Bedroom Apartment, October	CAD $					
COMPLETE COMMUNITIES	3.2	Vacancy Rate, Two-Bedroom Apartment, October	% Vacant					
COMPLETE COMMUNITIES	3.3	Number of Households in Core Housing Need, Owners	Households					
COMPLETE COMMUNITIES	3.4	Number of Households in Core Housing Need, Renters	Households					
COMPLETE COMMUNITIES	3.5	Housing Units that are Single Detached	Housing Units					
COMPLETE COMMUNITIES	3.6	Housing Units that are Multi-Unit	Housing Units					
COMPLETE COMMUNITIES	3.7	Housing Units that are Townhouses	Housing Units					
COMPLETE COMMUNITIES	3.8	Housing Units that are Semi-Detached	Housing Units					
COMPLETE COMMUNITIES	3.9	Housing Units that are Secondary Units	Housing Units					
COMPLETE COMMUNITIES	3.10	Housing Units that are Garden Suites	Housing Units					

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CORE CONCEPT		INDICATOR	UNITS	2018	2019	2020	2021	2022
JOBS & ECONOMIC DEVELOPMENT								
STRATEGIC GROWTH	4.1	Estimate of Jobs in Regional Centre	Number of Jobs					
STRATEGIC GROWTH	4.2	Estimate of Jobs in Centres	Number of Jobs					
STRATEGIC GROWTH	4.3	Estimate of Jobs in Corridors	Number of Jobs					
STRATEGIC GROWTH	4.4	Estimate of Jobs in Future Growth Nodes	Number of Jobs					
STRATEGIC GROWTH	4.5	Estimate of Jobs in Residential Areas	Number of Jobs					
STRATEGIC GROWTH	4.6	Estimate of Jobs in Downtowns	Number of Jobs					
STRATEGIC GROWTH	4.7	Estimate of Jobs in Intensive Employment Areas	Number of Jobs					
STRATEGIC GROWTH	4.8	Estimate of Jobs in Institutional Employment Areas	Number of Jobs					
STRATEGIC GROWTH	4.9	Total Value of Construction Permits (Renovations) in Regional Centre	CAD $					
STRATEGIC GROWTH	4.10	Vacancy Rate, Commercial Office Space in the Regional Centre	% Vacant					
STRATEGIC GROWTH	4.11	Number of Jobs Located within 400m of a Halifax Transit Corridor	Number of Jobs					

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CORE CONCEPT		INDICATOR	UNITS	2018	2019	2020	2021	2022
MOBILITY								
PEDESTRIANS FIRST	5.1	Metres of New Sidewalks Added	Metres					
PEDESTRIANS FIRST	5.2	Metres of Repaired Sidewalks	Metres					
PEDESTRIANS FIRST	5.3	Pedestrian Counts at Major Desinations	Pedestrians					
PUBLIC SPACES & PLACES								
COMPLETE COMMUNITIES	6.1	Land Area Attributed to Parks	Hectares					
COMPLETE COMMUNITIES	6.2	Land Area Attributed to Recreation Uses	Hectares					
SUSTAINABILITY								
HUMAN SCALE	7.1	Tree Canopy in HRM Parks	% Coverage					
HUMAN SCALE	7.2	Tree Canopy on Halifax Peninsula	% Coverage					
HUMAN SCALE	7.3	Tree Canopy in Dartmouth (Regional Centre)	% Coverage					
COMPLETE COMMUNITIES	7.4	The number of active community gardens on HRM land	Number					

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Active Transportation
Human powered, personal travel chosen as an alternative to motorized travel and includes walking, running, hiking, cycling, the use of wheelchair, cross-country skis, skateboard, or canoe or kayak on water.

Active Use
The design and use of public space, including the buildings and infrastructure within it, to create activity, interest, and pedestrian traffic. Examples of active uses include retail, café space, sidewalk display space, and public art.

Adaptive Re-Use
Adapting a site or building for a use other than its original use.

Affordable Housing
Measuring housing affordability involves comparing housing costs to the ability of a household to meet those costs. Affordable housing costs a household no more than 30% of their gross monthly income.

Amenity Space
On-site common or private space that can be either indoor or outdoor. Amenity spaces are designed for active or passive recreational use, and can take the form of exercise or common rooms, balconies, terraces, rooftop gardens, or deck space.

Bioswale
Bioswales are gently sloped channels lined with vegetation that are designed to slow, store, drain, and filter stormwater.

Brownfield Sites
Properties which had contained industrial or commercial uses, which have been abandoned, or are underused and in decline. Brownfields are sometimes characterized by derelict buildings, contamination resulting from previous industrial uses, or undesirable activity occurring on or near the sites.

Built Form
The built surroundings that provide the setting for human activity within a city or community, and includes buildings, streets, structures, and other infrastructure. The built form influences how people experience a space and interact within it, by impacting visual quality, perceptions of safety, enabled uses and activities, and level of comfort.

Commercial Streets
Streets with clusters of commercial activity that serve as focal points for the local community.

Community Land Trusts
Non-profit, community-based organizations whose mission is to provide affordable housing in perpetuity by owning land and leasing it to those who live in housing built on that land.

Compact Development
Development that uses land efficiently and is generally characterized by medium to high density, connected streets, and shorter distances between destinations.

Complete Communities
Communities that include a range of uses and housing options to accommodate people in all stages of life and at a variety of income levels. Complete communities provide a place for residents to live, work, shop, learn, and play. These communities contain mixed uses and compact development that enables people to safely and conveniently access the goods and services they need in their daily lives, all within a short journey.

Complete Streets
Complete streets, an approach to planning, design, operations and maintenance of roadways, that enables safe, convenient, and comfortable travel and access for users of all ages and abilities regardless if they are on foot, on a bike, using transit, or in a private vehicle.

Co-operative Housing
Housing cooperatives provide non-for-profit housing for their members and only charge enough to cover costs, making co-operative housing more affordable than average private sector rentals.

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Crime Prevention Through Environmental Design (CPTED)
An approach to the planning and design of the built environment that aims to reduce crime and make people feel safer.

Culturally Accessible
Planning, design, and programming that enables access by people from a diversity of cultures.

Cultural Landscapes
Geographic areas which have been modified or influenced by the combined activities of man and nature over time and have been given special cultural meaning by the community.

Cultural Spaces
Spaces for creation, rehearsal, and production to support all cultural disciplines including dance, film, literary arts, music, new media, theatre and visual arts, in all cultural spheres. These spaces may include warehousing and storage, offices, presentation, and performance space.

Density
A measure of the number of people or housing units occupying a given area of land. The measure reflects the general character of the housing types in a neighbourhood. Low density generally refers to a neighbourhood that would result from an area developed as one and two unit housing; medium density generally applies to townhouses or apartment buildings no higher than 6 storeys; and high density generally refers to taller apartment buildings resulting in more people per hectare.

Density Bonusing
An increase in built area in exchange for public amenities and/or benefits that contribute to the livability and proper planning of the neighbourhood affected by the resulting increase in density.

District Energy
An energy system that generates steam, hot water, or cold water at a central facility that is then distributed to heat or cool a group of buildings within a defined area or district.

Dwelling Unit
One or more rooms used, or designed to be used, by one or more persons as a place of abode which contains not more than one kitchen and includes but is not limited to living, sleeping, and sanitary facilities.

Equity Analysis
During planning or review processes, an equity focused analysis seeks to provide a flexible, yet structured approach to routinely and consistently identify and determine the possible impacts of Municipal policies, services and infrastructure projects on different socio-economic, cultural, or population groups. The analysis should provide recommendations to remove any access or inclusions barriers that may impact these groups.

Fine-grained
Fine-grained urbanism is defined by short city blocks that are lined with narrow lots housing buildings with minimal setbacks from the street.

Fine-grained streets present frequent residential front entrances or storefronts offering more choice and diversity and thus encouraging vital pedestrian activity.

Floor Area Ratio (FAR)
The gross area of all floors in a building, measured from the inside face of external walls, divided by the site area.

Forecourt
An architectural term for the open area, often privately owned, in front of a building's entrance.

Garden Suite
Sometimes called a granny flat, a garden suite is a self-contained dwelling without a basement. It is installed in the rear or side yard of a lot with an existing, permanent, detached-dwelling house.

Goods Movement
The transportation of goods, usually freight, by road, rail, ship, or air.

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Green Infrastructure
A network of natural and semi-natural engineered landscape elements designed to provide products and services such as stormwater management, water filtration, and improved air quality.

Green Roof
The flat roof of a building that is covered or partially covered by vegetation.

Greyfield Sites
Developed sites that are underutilized and well positioned for redevelopment.

Heritage Conservation District
An area of urban or rural properties collectively deemed to have local or community heritage value and that is registered under the Heritage Property Act.

Heritage Property
A building, public building interior, streetscape, cultural landscape or area registered in the Registry of Heritage Property for the Halifax Regional Municipality.

Home Occupation Unit
A single unit that includes both the primary living quarters of an occupant with their commercial or office space.

Human Scale
The impression of a building when seen in relation to its surroundings, or the size and proportion of parts of a building or its details, that relates in a positive way to the visual and physical experience of a pedestrian.

Incubator
A shared space that offers a supportive environment and workspace for people such as entrepreneurs and artists to grow their business or develop their craft.

Infill
The development of vacant parcels or redevelopment of existing housing or other buildings.

Intensification
The development of a property, site, or area at a higher density than currently exists. This can occur through development, redevelopment, infill, and expansion or conversion of existing buildings.

Intensity
The relative measure of the number of people and jobs in an area.

Landscaping
The process of making a piece of land more attractive by altering the existing design, adding ornamental features, and planting trees, shrubs and other plant material.

Leadership in Energy and Environmental Design (LEED)
A widely recognized sustainability certification program for buildings and communities that measures performance based on environmental sustainability.

Level of Service Assessment
An analysis used to evaluate the potential impacts or influence of a proposed development on various transportation modes, including the speed, convenience, comfort and security of transportation facilities and services as experienced by users. The assessment is used to identify transportation problems and potential solutions, and influence a development's design.

Low Impact Development (LID)
Low Impact Development (LID) practices minimize stormwater water runoff at its source, mimicking natural hydrological processes, through site planning and physical installations. LID can improve water quality in terms of pollutant removal, reduced nutrient loading through the use of plants, and distribute stormwater through natural features. LID installations most frequently include grassy swales (bioswales), which can include pipe filter drains, curbs with cutouts, or infiltration trenches and pits.

Low-rise Building
A building which is no more than 3 storeys high.

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Main Streets
Streets with continuous commercial activity, including office, retail, service and restaurant uses that have both local and regional draw. These streets form the backbone of Centres.

Maker Spaces
A space where people can gather to work on projects and share resources and knowledge.

Mass, Massing
The combined effect of the height, bulk, and silhouette of a building or group of buildings.

Microclimate
A localized area where the climate differs from the surrounding area. Tall buildings can create their own microclimates, by casting shadows on areas and by redirecting winds to ground level.

Mixed-Use
Different land uses that are arranged together. These different uses may be located on the same site, in the same building, or along the same street.

Moderate Height Building
A building which is four to six storeys high.

Multimodal
Refers to facilities or trips that incorporate more than one mode of transportation.

Open Space
Open space includes unbuilt lands and waters set aside and reserved over the long-term for public use, conservation, and community-shaping purposes. It can include public and privately-owned lands such as parks and trails, significant habitat and wilderness areas, natural resource lands, corridors for active commuting and connecting communities, water resources, cultural landscapes and coastline.

Pedestrian Oriented
Elements of planning and urban design that prioritize the needs and comfort of pedestrians. The intent is to create safe, comfortable, and more enjoyable environments for people of all ages and abilities. Specific pedestrian orientated design elements include connected streets, short blocks, four way intersections, hard surfaced pathways and an extensive sidewalk network.

Physically Accessible
Planning, design, and programming that enables access by people with a variety of physical abilities.

Placemaking
An approach to planning and design that aims to create memorable, quality public spaces.

Pocket Park
A small urban park.

Pop-up
A temporary structure, space or event.

Public Realm
The parts of an urban area, publicly or privately-owned, that are available for everyone's enjoyment. Including streets, squares and parks; all land to which everyone has ready, free and legal access at all times. It includes the features and amenities within those lands, such as benches, lights, sidewalks, etc. Also commonly referred to as “public domain” and “public space”.

Rain Gardens
Landscaped areas planted with wild flowers and other native vegetation that soak up rainwater, often from roofs. The rain garden fills with a few centimeters of water after a storm and the water slowly filters into the ground rather than running off to a storm drain.

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Secondary Suite
Refers to the concept of adding an additional dwelling unit to an otherwise single-unit house. Secondary units are usually incorporated into the main house, such as a basement or third floor apartment subject to meeting applicable Land Use By-Law and National Building Code requirements and securing applicable permits.

Setback
The distance from the property line to the nearest part of the associated building or structure, measured perpendicular to the property line. Land Use By-laws typically require minimum setbacks to ensure that the use of a property does not infringe on the rights of neighbours; to allow room for wider sidewalks, lawns and trees; to preserve access to light, sunshine, and views; for amenity spaces; or for access and circulation.

Shared Street
A street, also known as a woonerf, where pedestrians, cyclists, and vehicles (restricted to low speeds) share the same space.

Single Room Occupancies
A residential unit comprising of an individual room, or in some cases two rooms, within a multiple-tenant building. Single room occupancy tenants typically share bathrooms and/or kitchens.

Socio-economic Accessibility
Planning, design, and programming that enables access by people from a variety of socio-economic backgrounds.

Streetscape
The elements within and along the street that define its appearance, identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others.

Sustainable Urban Forest Management
The management of the urban forest to maximize benefits to people without compromising the health and condition of the forest.

Tall Building
A building which is seven or more storeys high.

Transit Hub
A transit facility that supports high frequency transit use and is integrated with multiple modes of transportation, including walking and cycling.

Transit Oriented Design
A mix of residential, retail, and office uses with a supporting network of roads, bicycle ways, and pedestrian ways focused around a major transit stop designed to support a high level of transit use.

Transit Priority Measures
Tools that municipalities and transit agencies use to reduce these delays, improve reliability and reduce the average travel time of transit vehicles. There are many different types of TPMs, and in many cases they are used together to create a city-wide network. Some of the most common TPMs include: traffic signal priority, queue jumps, bus lanes, and transit corridors that are separated from traffic.

Universal Accessibility
Design elements that make places and activities accessible to people of all ages and abilities.

Urban Agriculture
The practice of growing, processing, and distributing food in an urban environment.

Urban Forest
Every tree within the city.

Viewplane
An unobstructed line of sight that allows a person to see a particular landform, building or landscape.

Walkable
Refers to a single route, or a system of routes, between points that is relatively short, barrier free, interesting, safe, well-lit, comfortable and inviting to pedestrian travel.

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